District Department of Transportation

appendix G

section 106 effects assessment report

october 2014

submitted by:

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District Department of Transportation

south capitol street

section 106 assessment of effects for historic properties

october 2014

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Abstract

Section 106 of the National Historic Preservation Act of 1966 (as amended) requires that the Federal Highway Administration (FHWA) identify historic properties within a project's Area of Potential Effects (APE); assess effects to historic properties; avoid, minimize, and/or mitigate any adverse effects; and consult with the State Historic Preservation Officer and other consulting parties throughout the Section 106 process, as appropriate.

The South Capitol Street Project (Project) was previously the subject of a Final Environmental Impact Statement (FEIS) and related Section 106 historic preservation studies. These efforts were completed in 2011; however a Record of Decision (ROD) for the Project was not issued. Investigations executed while the FEIS was completed considered different designs for the bridge, as well as various alternatives for other Project components including roadway and ramp configurations and infrastructure work than those discussed in this report.

Because of changes to the Project and an introduction of a Revised Preferred Alternative, an assessment of effects was completed as part of compliance with Section 106. The Project's Revised Preferred Alternative is also being evaluated in a Supplemental Draft Environmental Impact Statement (SDEIS). As a result of the proposed changes to the Project and the Revised Preferred Alternative, a revised Area of Potential Effects (APE) was developed in 2014 in consultation with staff of the DC State Historic Preservation Office (DC SHPO) and consulting parties. In July 2014, DDOT and FHWA held a meeting to discuss preliminary effects assessments with the consulting parties and staff from the DC State Historic Preservation Office (DC SHPO) and the Advisory Council on Historic Preservation (ACHP). Comments received at that meeting were incorporated into the effects assessments included in this report.

No previously identified archaeological sites are present within the current Project's limits of disturbance (LOD). Additional assessments indicate that there is a low archaeological sensitivity for areas in the revised LOD within the revised APE. Therefore, no archaeological resources will be affected by the proposed Project.

The revised APE contains twenty-three built historic properties. Four National Historic Landmarks; eighteen historic properties listed in or determined eligible for the National Register of Historic Places; and one potentially eligible historic property have been identified within the Project's revised APE.

The South Capitol Street Project will have no effect on two historic properties; no adverse effect on twenty historic properties; and an adverse effect on one historic property, the L'Enfant Plan of the City of Washington, DC. The proposed Project will alter the historic L'Enfant Plan in the vicinity of South Capitol Street and Potomac Avenue SW, where the west traffic oval would be installed, changing the street grid in the vicinity of Q and R Streets SW and the axial alignment of Potomac Avenue SW. Therefore, there will be an adverse effect to historic properties from the South Capitol Street Project.

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introduction

As part of compliance with the National Environmental Policy Act, the South Capitol Street Project (Project)'s impacts were documented in a Final Environmental Impact Statement (FEIS). For the FEIS, work was completed to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended). The Federal Highway Administration (FHWA) served as the lead federal agency for these efforts, in cooperation with the District Department of Transportation (DDOT). The Section 106 work was also executed to evaluate effects to historic properties. The Section 106 process for the FEIS included: delineating an Area of Potential Effects (APE); identifying historic properties; assessing Project effects on historic properties; consulting with the DC State Historic Preservation Office (DC SHPO) and other consulting parties; and developing a Memorandum of Agreement (MOA) to address adverse effects. The DC SHPO concurred with the determinations of eligibility and assessments of effects presented in the FEIS. The Project's MOA, *The Memorandum of Agreement Among the Federal Highway Administration, the District of Columbia State Historic Preservation Office, the National Capital Planning Commission, the Advisory Council on Historic Preservation, and the District Department of Transportation, Regarding the South Capitol Street Project within the District of Columbia*, was executed in December 2011. A listing of the cultural resources documents completed as part of prior Project work is listed at the end of this document in Section 6, "Works Consulted."

Since completion of the FEIS, the Project's design has changed, leading to a Revised Preferred Alternative. Because of these design changes, the Project impacts have changed and are being reanalyzed in a Supplemental Draft Environmental Impact Statement (SDEIS). Additional Section 106 investigations have been completed for areas of the revised APE not in the previous APE and the Section 106 process for this Project (which is the Undertaking as defined in the Section 106 regulations) has been reopened. This report contains the Project area history and description; Section 106 legal and regulatory context; effects assessments for built historic properties and archaeological resources; a list of works consulted; and appendices including a matrix of historic properties within the APE; Determination of Eligibility form for the Skyline Inn; and Project correspondence.

chapter 2.0
project area history and description

2.1 Changes to the Preferred Alternative

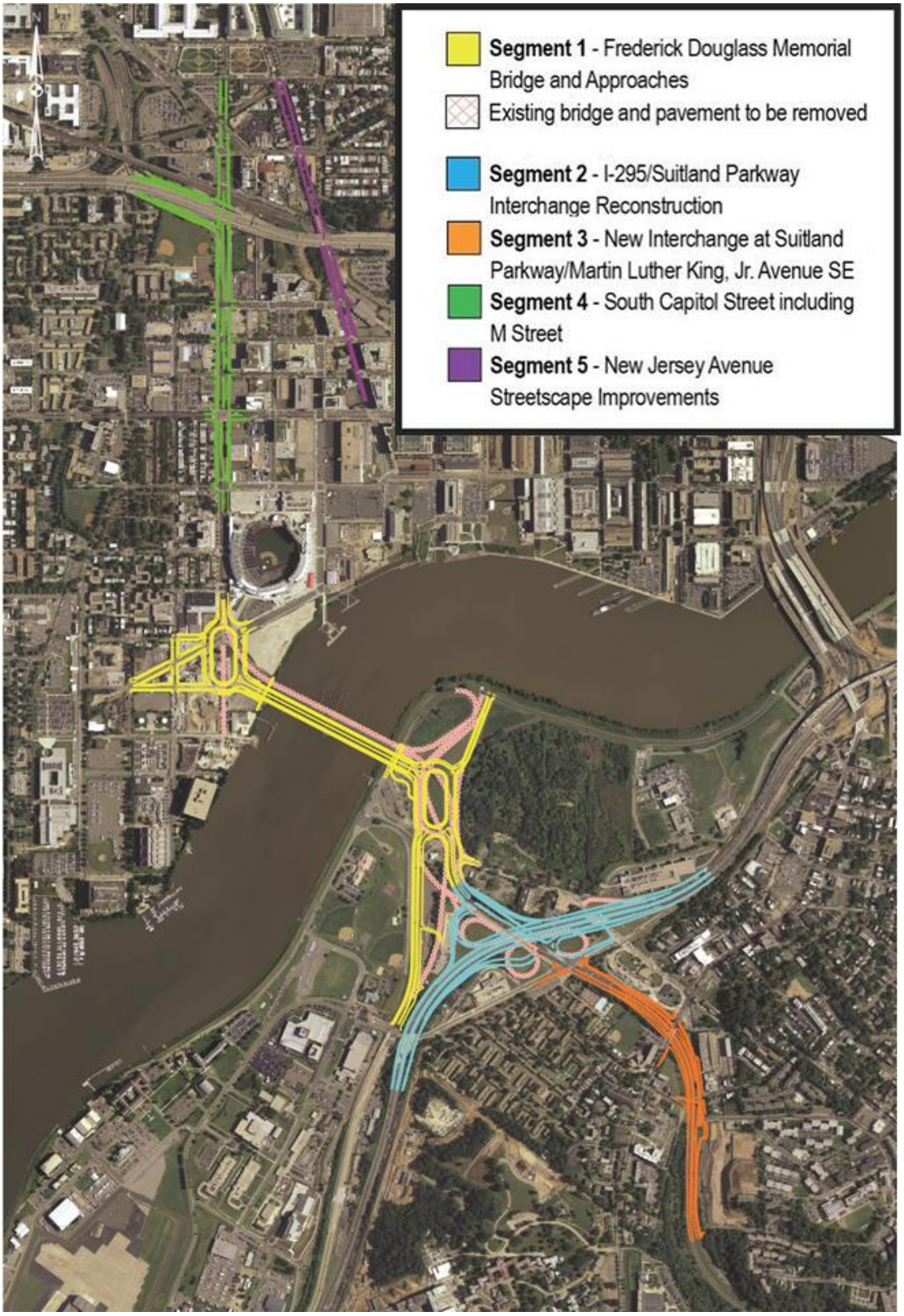
The following sections summarize the design features of the FEIS Preferred Alternative and the Revised Preferred Alternative.

The South Capitol Street Corridor was organized by segments (numbered 1 through 5) for construction planning purposes. Figure 1 illustrates the following segments:

- Segment 1 – Areas immediately west and east of the Anacostia River (includes a new bridge and traffic ovals on both sides of the river)
- Segment 2 – I-295 and the area where Suitland Parkway connects with South Capitol Street
- Segment 3 – Suitland Parkway east of Firth Sterling Avenue
- Segment 4 – South Capitol Street from M Street to I-695
- Segment 5 – Areas north of I-695 to Independence Avenue, and New Jersey Avenue SE between M Street SE and D Street SE. (The FEIS limits extended north beyond D Street to C Street)

While the 5 segments are evaluated as one project, construction will be staged or programmed for discrete construction elements as funding permits. Thus, the segment number does not indicate the order in which the segments may be constructed.

Figure 1. Planning Segments along the South Capitol Street Corridor



In July 2013, DDOT initiated a design-build process for the Project. The design-build process will select a designer/contractor from among four short-listed teams. The selected designer/contractor will be responsible for finalizing the design for of initial portion of the Project proposed for construction. The Frederick Douglass Memorial Bridge is prominently located along the Anacostia River and is an important gateway into Anacostia and areas west of the river. Therefore, the visual quality of the proposed design of the new bridge, traffic ovals and other elements of the Project will be a very important consideration when selecting a designer/contractor.

As part of the Request for Proposal, the prospective designer/contractors are required to follow the *Visual Quality Manual, South Capitol Street Corridor, Phase 1 – Segments 1 and 2 (Visual Quality Manual*) (DDOT et. al., 2014). The *Visual Quality Manual* provides information regarding visual design elements and goals for the Project. The prospective designer/contractors will submit design concepts for evaluation by an Aesthetic Review Committee. Section 2.4 describes the framework and notable elements in the *Visual Quality Manual*. It identifies the visual considerations contained within the design-build process for the Project. Section 4.6 describes the visual impacts of the Revised Preferred Alternative, with regard to the visual framework provided in the *Visual Quality Manual*.

2.2 The Revised Preferred Alternative

This section summarizes each segment of the Revised Preferred Alternative and identifies the elements that have been modified. The discussion of each segment highlights the differences between the FEIS Preferred Alternative and the Revised Preferred Alternative. The logical termini and independent utility as described in the FEIS did not change as a result of development of the Revised Preferred Alternative. The Project Area encompasses South Capitol Street between Suitland Parkway at Martin Luther King, Jr. Avenue SE on the southeast end of the corridor and Independence Avenue on the north end of the corridor. The western and eastern boundaries north of the Frederick Douglass Memorial Bridge remain the same as the FEIS at 2nd Street SW and 2nd Street SE.

Figure 2 illustrates the design features of the FEIS Preferred Alternative. Figure 3 illustrates the design features of the Revised Preferred Alternative.

2.2.1 Segment 1

Segment 1 encompasses the Anacostia River and the land areas immediately adjacent on the west (near the Nationals Park and Buzzard Point) and east (ne0ar Anacostia and Poplar Point) ends of the river. The river flows in a north-south direction within the Project Area.

FEIS Preferred Alternative

In Segment 1, the FEIS Preferred Alternative would replace the existing Frederick Douglass Memorial Bridge with an arched bascule bridge, which is similar to many other bridges in the District. The bridge would include four piers and, in the closed position, provide 35 feet of vertical clearance and 250 feet of horizontal clearance for navigation. As noted in Section

2.1, the bridge alignment was designed at an angle to allow the swing span on the existing bridge to remain operational during construction.

The center span of the new bridge would open vertically to allow passage of vessels with vertical clearance requirements greater than that allowed in the closed position (35 feet). The bridge would support six travel lanes (three lanes in each direction) and 20-foot-wide bicycle/pedestrian paths on both sides of the bridge.

On the west side of the river, a traffic oval would connect with South Capitol Street, the new Frederick Douglass Memorial Bridge, Potomac Avenue, Q Street SW and R Street SW. On the east side of the river, a traffic oval would connect with the new Frederick Douglass Memorial Bridge, a realigned South Capitol Street, Suitland Parkway and Howard Road SE. Connections would be made with Anacostia Drive in Anacostia Park and Robbins Road within the JBAB.

Figure 2. Design Features of the FEIS Preferred Alternative

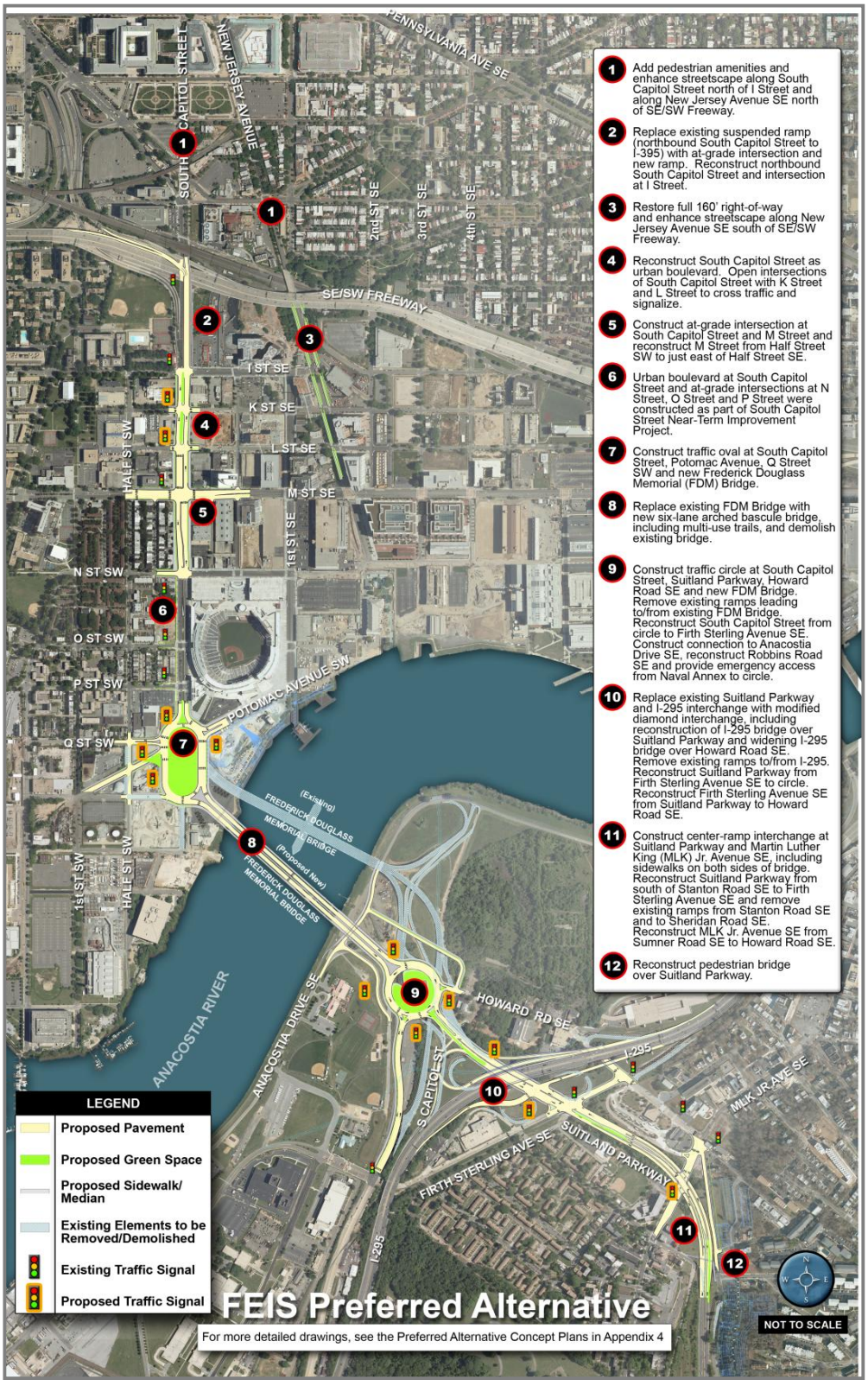
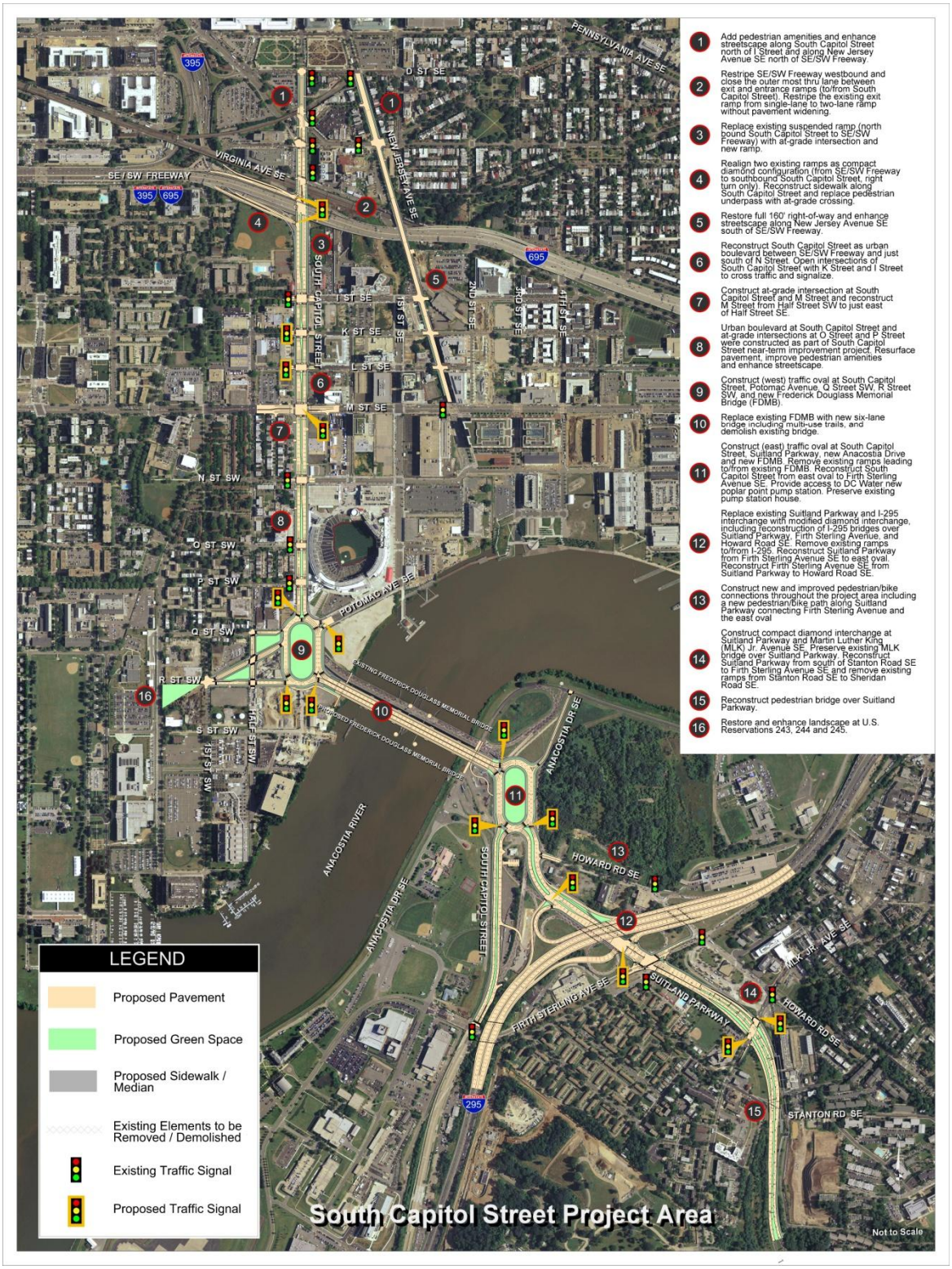


Figure 3. Design Features of the Revised Preferred Alternative



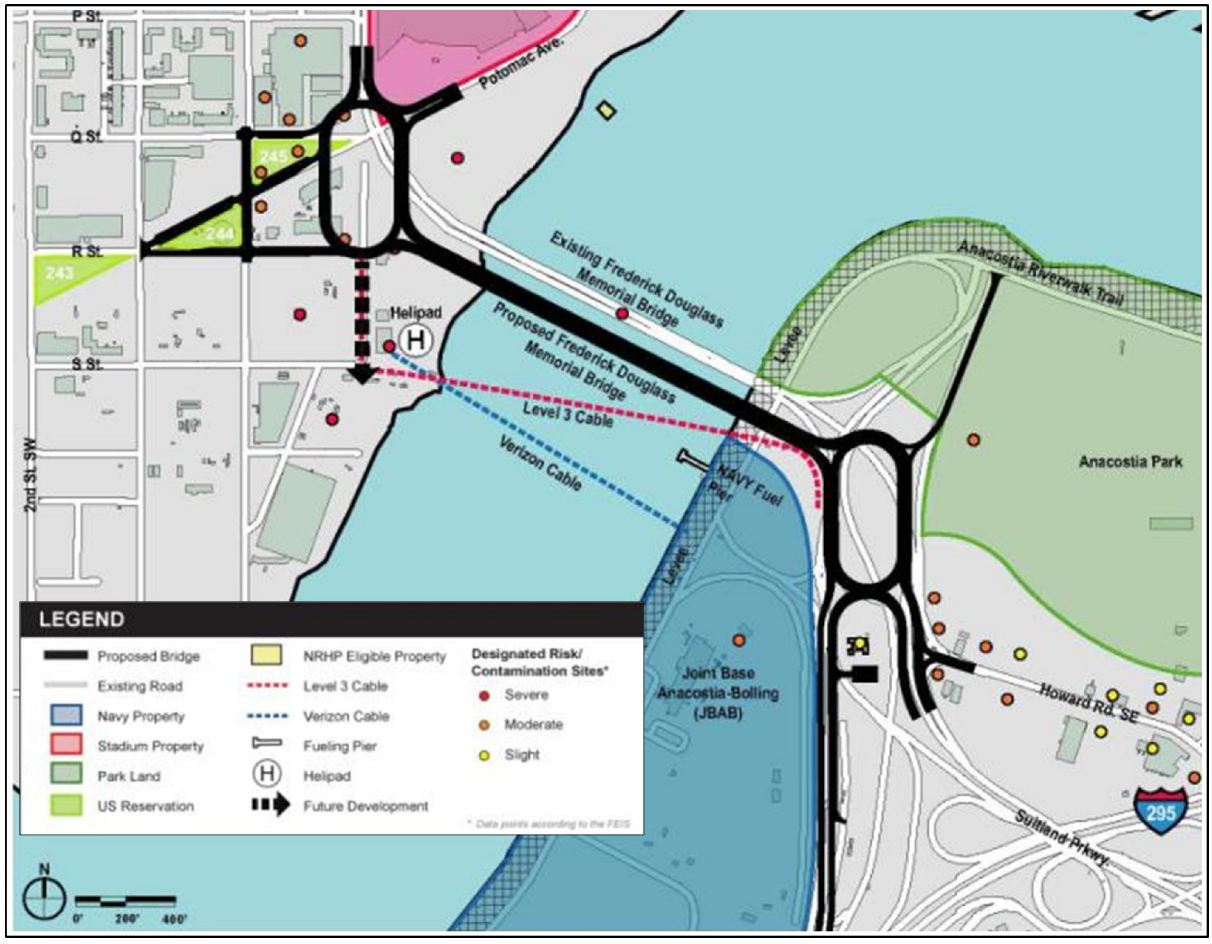
Revised Preferred Alternative

The following sections describe the Revised Preferred Alternative regarding the bridge, motorized access on the surrounding road network, the bicycle and pedestrian network and streetscape improvements.

Frederick Douglass Memorial Bridge

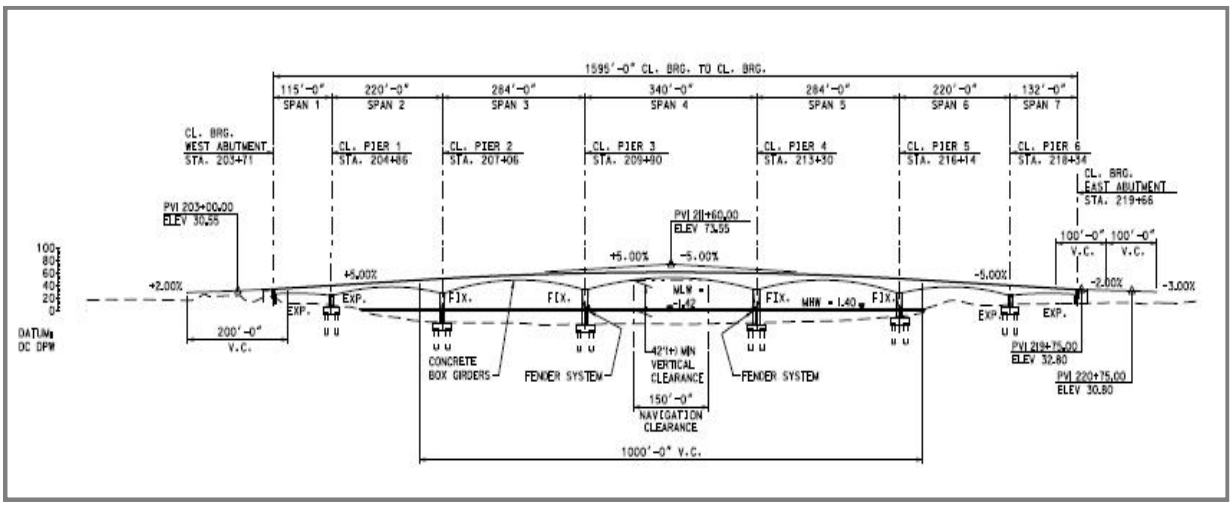
The Revised Preferred Alternative's new bridge would be located approximately 30 feet from the south side, or downstream, of the existing Frederick Douglass Memorial Bridge (see Figure 4). The new bridge would be a fixed span accommodating a minimum vertical clearance of 42 feet below the structure and a horizontal clearance of 150 feet. The architecture for the new bridge would be determined as part of the design-build process for the Project as described in Section 2.4.

Figure 4. Revised Alignment for the New Frederick Douglass Memorial Bridge (Revised Preferred Alternative)



The Revised Preferred Alternative is similar to the FEIS Preferred Alternative as the new bridge would support six travel lanes (three lanes in each direction), and bicycle/pedestrian paths. Bicycle and pedestrian paths are provided on both sides of the bridge. This includes an 8-foot pedestrian lane and a 10-foot bidirectional bicycle path, for a total width of 18 feet. Figure 5 illustrates the conceptual elevation for the Revised Preferred Alternative's new bridge.

Figure 5. Conceptual Elevation of New Frederick Douglass Memorial Bridge (Revised Preferred Alternative)



Changes in Access

The Revised Preferred Alternative is similar to the FEIS Preferred Alternative in creating a west traffic oval that connects South Capitol Street, Potomac Avenue, O Street SW, R Street SW, and the new bridge. As shown in Figure 5, the traffic oval would be slightly reduced in size to 250 feet by 555 feet. On the west side of the bridge near the traffic oval, the design would allow staircases and Americans with Disabilities Act (ADA) ramps to connect with the riverfront on both the north and south sides of the bridge. The lane configuration within the traffic oval would have no fewer lanes as proposed in the FEIS Preferred Alternative.

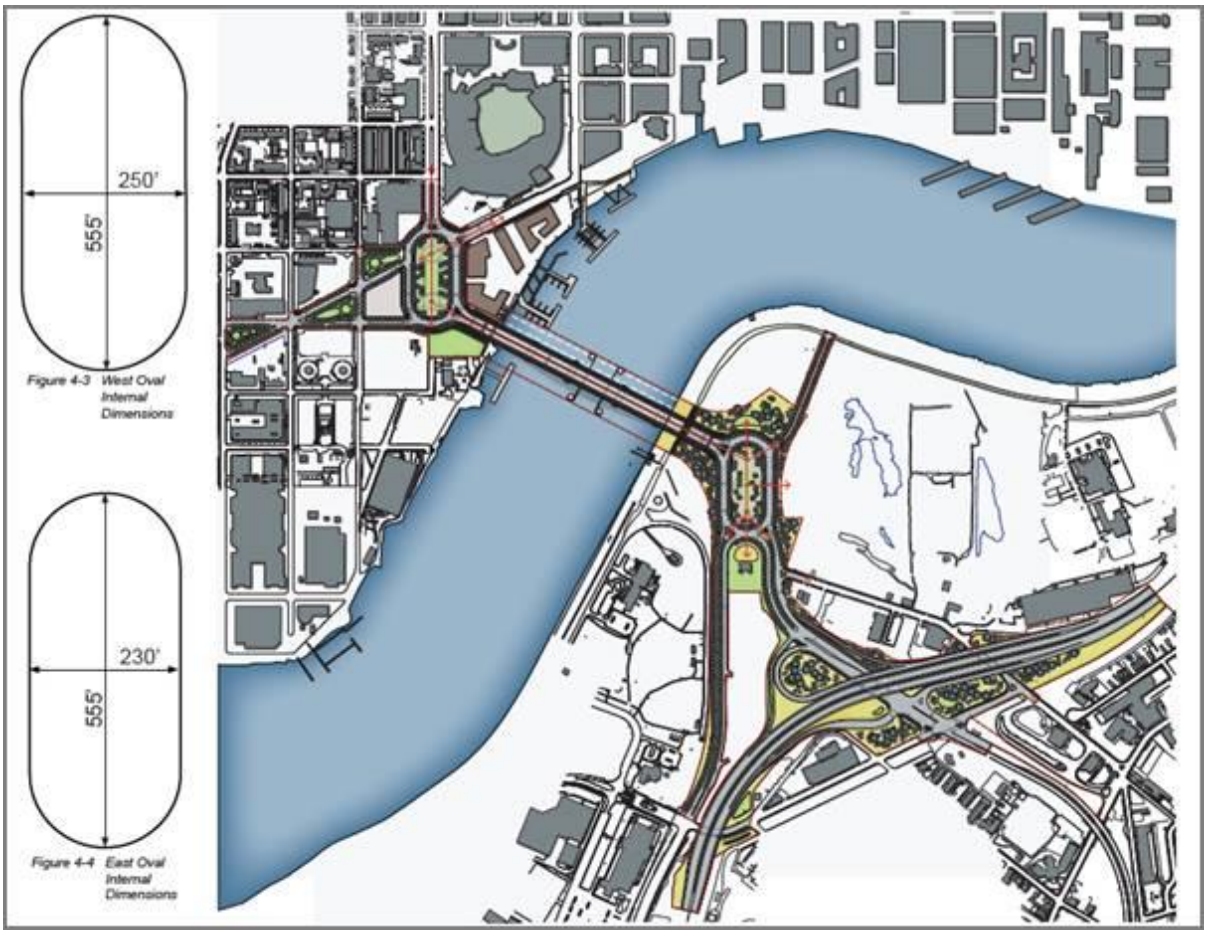
The realignment of the new bridge required the redesign of the FEIS Preferred Alternative's traffic circle on the east side of the Anacostia River. The Revised Preferred Alternative would include a traffic oval similar in size and scale to the traffic oval on the west side of the river (see Figure 6).

The design for the east traffic oval was closely coordinated with staff from the DC State Historic Preservation Office (DC SHPO), the U.S. Commission of Fine Arts (CFA), and the National Capital Planning Commission (NCPC), resulting in an aesthetic match of both the west and east traffic ovals. The east traffic oval would be located completely within DDOT right-of-way. It would still connect the new Frederick Douglass Memorial Bridge, the

realigned South Capitol Street and Suitland Parkway. It would include fewer lanes than the traffic circle proposed in the FEIS Preferred Alternative.

The design for the east traffic oval provides a simplified, direct connection to Anacostia Drive SE. The initial configuration of Howard Road would connect directly with Suitland Parkway. However, unlike the traffic circle proposed under the FEIS Preferred Alternative, the east traffic oval in the Revised Preferred Alternative would not directly connect with Howard Road in the near term. The connection would be constructed in the future as part of the development of Poplar Point.

Figure 6. Revised Configuration for West and East Traffic Ovals

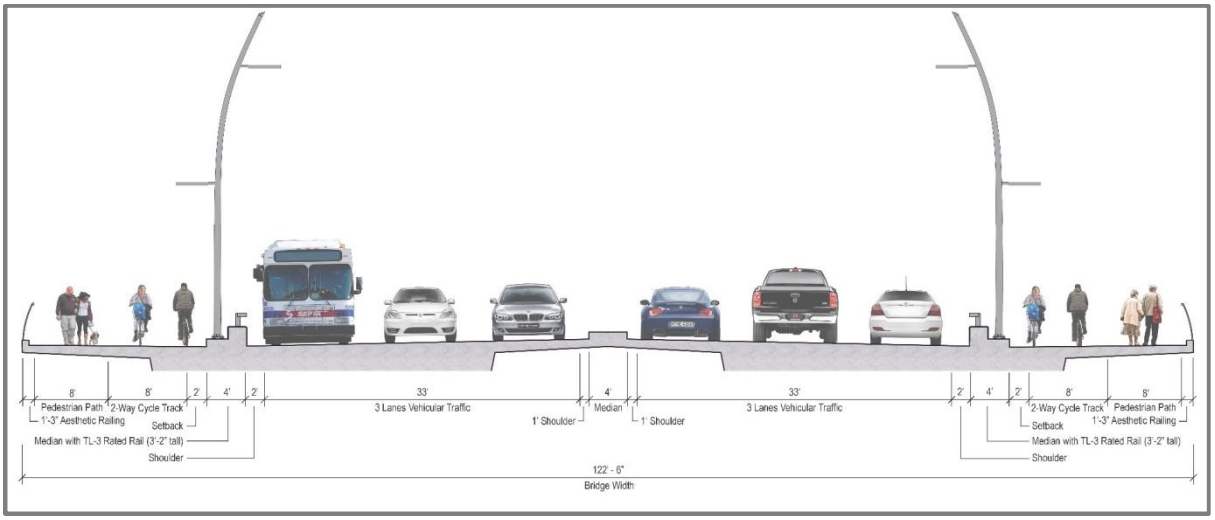


Source: Visual Quality Manual (2014)

Pedestrian and Bicycle Facilities

The pedestrian and bicycle facilities in the Revised Preferred Alternative are generally the same as the FEIS Preferred Alternative. The bicycle and pedestrian paths would be located on opposite sides of the Frederick Douglass Memorial Bridge, the same as proposed for the FEIS Preferred Alternative. However, as shown in Figure 7, each path would be approximately 18 feet wide, or two feet narrower than that proposed in the FEIS Preferred Alternative. Each path would provide separate travelways for cyclists and pedestrians. For cyclists, both paths would accommodate two-way traffic.

Figure 7. Revised Cross-Section



Streetscape

Streetscape elements in Segment 1 are similar to those in the FEIS Preferred Alternative. The east and west traffic ovals would be landscaped similarly as described in the FEIS Preferred Alternative. The interior of the east traffic oval would accommodate a future monument or memorial, either in the northern or southern half of the traffic oval. The specific design of sidewalks, including materials, would be determined during the design-build process. The *Visual Quality Manual* contains guidelines for streetscaping.

Figure 8 illustrates the conceptual landscaping plan for the east traffic oval. The DC Water and Sewer Authority (DC Water) Poplar Point Pump Station would be located beyond the east traffic oval, a change from the FEIS Preferred Alternative, in which the building was to be located within the east traffic circle.

Figure 8. Conceptual Landscaping Plan for the East Traffic Oval

Source: Visual Quality Manual (2014)

Comparison between the FEIS Preferred Alternative and the Revised Preferred Alternative

Compared with the FEIS Preferred Alternative, the Revised Preferred Alternative's proposed bridge alignment has many advantages, including:

- Eliminates right-of-way acquisition from the JBAB
- Contains a 1,600-foot overall length, approximately 50 feet shorter than the FEIS Preferred Alternative bridge over the Anacostia River (a longer span is more expensive)
- Eliminates the need to reconstruct the east end levee
- Reduces relocation distance of the USN fuel pier
- Decreases disturbance of contaminated soils on the west side of the river along the bridge approach
- Minimizes disturbance to the DC Water Poplar Point Pump Station as it is no longer located within the traffic circle (the new traffic oval is north of the Poplar Point Pump Station)
- Avoids realigning the helipad on the west side of the river
- Provides a more navigable channel for vessels (i.e., perpendicular to navigation channel), which means that shorter, less costly spans can be used
- Provides a smaller west traffic oval, but still maintains the same level of traffic operations
- Improves operations at the east traffic oval as it would reduce traffic queues and provide more space for linkages between the new bridge and the connecting roadways
- Provides a better transition for traffic accessing the Suitland Parkway/I-295 interchange because the traffic oval would be located further from the interchange compared with the traffic circle proposed under the FEIS Preferred Alternative
- Improves connectivity to the regional pedestrian and cycling network by providing new connections to the Anacostia Riverwalk Trail
- Avoids impacts to the existing fiber communications cable crossings beneath the Anacostia River

2.2.2 Segment 2

Segment 2 encompasses I-295 and the area between South Capitol Street SE and Firth Sterling Avenue SE, including Suitland Parkway.

FEIS Preferred Alternative

The existing interchange at I-295 and Suitland Parkway is a partial cloverleaf design. The FEIS Preferred Alternative would modify the interchange to an urban diamond design that would allow all movements between Suitland Parkway and I-295. The east cloverleaf ramps would be removed and replaced with diamond ramps. This alternative would provide a diamond ramp (Ramp B) to accommodate vehicle movements from southbound I-295 to eastbound Suitland Parkway. The interchange modification would require replacing the I-295 bridge over Suitland Parkway and widening the I-295 bridge over Howard Road SE. Suitland Parkway would be reconstructed from Firth Sterling Avenue SE to the proposed traffic circle. Firth Sterling Avenue would be reconstructed from south of Suitland Parkway to Howard Road SE.

Revised Preferred Alternative

Compared with the design changes in Segment 1, the design changes to Segment 2 under the Revised Preferred Alternative are relatively minor. As described below, the most notable changes are derived from new information regarding the condition of interstate highway bridge structures within the Project Area.

Structures

Following publication of the FEIS, the I-295 bridge over Firth Sterling Avenue SE was identified as needing to be widened to improve safety for vehicles traveling on the ramps to and from I-295 south of Suitland Parkway. Due to the complex geometric configuration of the existing bridge, together with its age, a revised alternative involving complete replacement with a single span bridge was developed. The bridge over Firth Sterling Avenue SE spans an inactive railroad right-of-way owned by CSX Transportation, Inc. (CSXT). Rather than extending over the CSXT right-of-way, the bridge would be replaced with earthen fill. Therefore, the new I-295 bridge over Firth Sterling Avenue SE would be shorter than the existing bridge.

Geometry

Suitland Parkway would be widened to accommodate three lanes in each direction as proposed in the FEIS Preferred Alternative. However, the roadway would be striped for two lanes in each direction, east of I-295 only. Loop ramps were realigned to minimize impacts to the DC Water Poplar Point Pump Station during deep tunnel shaft construction.

The Revised Preferred Alternative for Segment 2 is consistent with the current alignment of Suitland Parkway under I-295. Whereas the FEIS Preferred Alternative shifted the roadway slightly to the south under the I-295 bridge, the Revised Preferred Alternative maintains the alignment of Suitland Parkway. Compared with the FEIS Preferred Alternative, the Revised

Preferred Alternative shifts Ramp F to the west, from Suitland Parkway to northbound I-295.

Changes in Access

FHWA requested an extension of Ramp B, which accommodates vehicle movements from southbound I-295 to westbound Suitland Parkway. This would reduce the grade of Ramp B from 9 percent (substandard for an interstate highway ramp) to 6.5 percent. This change would require partial acquisitions of five properties, including two used by schools located along Howard Road SE. The FEIS Preferred Alternative included these acquisitions; however, the Revised Preferred Alternative requires less property from the schools. The Revised Preferred Alternative would not impact school buildings.

Pedestrian and Bicycle Facilities

The Revised Preferred Alternative is similar to the FEIS Preferred Alternative in providing sidewalks along Suitland Parkway. The sidewalks improve connections between the east traffic oval and local roads. A new pedestrian tunnel will be provided under Ramp B to eliminate the at-grade crossing.

Streetscape

The Revised Preferred Alternative, similar to the FEIS Preferred Alternative, focuses landscaping in the green space of the interchange of I-295 and Suitland Parkway. The plants would be native species and provide adequate sight distances for vehicles exiting the highway. The selected designer/contractor would determine the specific design for sidewalks, including materials. The *Visual Quality Manual* contains streetscaping guidelines (Figure 9). Where applicable, DDOE's Maximum Extent Practicable Process should be used in the streetscape design to incorporate best management practices for stormwater management.

Comparison between the FEIS Preferred Alternative and the Revised Preferred Alternative

Compared with the FEIS Preferred Alternative, the Revised Preferred Alternative has the following advantages in Segment 2:

- Provides a grade for Ramp B that complies with current design standards for an interstate ramp
- Lengthens acceleration and deceleration lanes on I-295
- Avoids impact to the DC Water Poplar Point Pump Station
- Addresses poor conditions of I-295 bridge structures
- Eliminates at-grade pedestrian crossing of Ramp B with pedestrian/bike grade separation

Figure 9. Conceptual Landscaping Plan at Interchange of I-295 and Suitland Parkway

2.2.3 Segment 3

Segment 3 includes Suitland Parkway from Firth Sterling Avenue SE east to just south of Stanton Road SE (Figure 10).

Figure 10. Existing Suitland Parkway Intersection at Firth Sterling Avenue SE

FEIS Preferred Alternative

The Revised Preferred Alternative would reconstruct Suitland Parkway from Firth Sterling Avenue SE to just south of Stanton Road SE. This would include removing ramps connecting with Stanton Road SE and Sheridan Road SE. In addition, an interchange would be created at the Martin Luther King, Jr. Avenue SE overpass by providing center ramps connecting with the median area of Suitland Parkway.

Revised Preferred Alternative

The revisions to the Revised Preferred Alternative in Segment 3 focus on improving access to Martin Luther King, Jr. Avenue SE, safety on Suitland Parkway, and preserving the existing bridge, a contributing resource to Suitland Parkway. Suitland Parkway is a historic property listed in the National Register of Historic Places (NRHP).

Changes in Access

The Revised Preferred Alternative would convert the overpass at Martin Luther King, Jr. Avenue SE to an urban diamond interchange, instead of an interchange with center ramps. The new ramps on both sides of Suitland Parkway would accommodate all vehicle movements between Suitland Parkway and Martin Luther King, Jr. Avenue SE. The

elimination of the center ramp would avoid altering the Martin Luther King, Jr. Avenue SE Bridge over Suitland Parkway. The bridge is a contributing resource to Suitland Parkway, which is a historic property listed in the NRHP. In contrast to the FEIS Preferred Alternative, the Revised Preferred Alternative would not impact or require reconstruction of Sheridan Road at Martin Luther King, Jr. Avenue SE and Howard Road.

Pedestrian and Bicyclist Amenities
A sidewalk/bicycle path would be provided or upgraded along the north side of the reconstructed Suitland Parkway.

2.3 Comparison between FEIS Preferred Alternative and Revised Preferred Alternative

Compared with the FEIS Preferred Alternative, the Revised Preferred Alternative has the following advantages in Segment 3:

- Maintains the integrity and aesthetics of the Martin Luther King, Jr. Avenue SE Bridge, a contributing resource to Suitland Parkway, a historic property listed in the NRHP [minimizes adverse effects under Section 106 and Section 4(f)]
- Improves traffic operations and pedestrian/bicycle amenities
- Improves traffic movements on Suitland Parkway between Firth Sterling Avenue SE and Martin Luther King, Jr. Avenue SE
- Eliminates left-side entrances and exits on Suitland Parkway, which is especially problematic on the east side of the Firth Sterling Avenue SE intersection with the FEIS Preferred Alternative
- Eliminates sight distance obstructions in the median of Suitland Parkway associated with the FEIS Preferred Alternative
- Eliminates the conflict between the abutment of the new Martin Luther King, Jr. Bridge (in the FEIS Preferred Alternative) and the existing underground MWATA Metrorail tunnel
- Requires less right-of-way acquisition

2.3.1 Segment 4

Segment 4 includes South Capitol Street from N Street to D Street (Figure 11).

Figure 11. Existing South Capitol Street Intersection at I Street

FEIS Preferred Alternative

The FEIS Preferred Alternative would convert the South Capitol Street and M Street interchange to an at-grade intersection with left-turn bays. It would reconstruct M Street SW between Half Street SE and Half Street SW. South Capitol Street, from M Street to I Street, would be converted to a grand urban boulevard, with wider sidewalks and modified intersections at L and K Streets to allow cross-street vehicle movements. The ramp carrying northbound South Capitol Street traffic to westbound I-695, located just north of the Eye Street intersection, would be removed and replaced with an urban interchange ramp from South Capitol Street that would be located underneath I-695. The segment of South Capitol Street north of Eye Street would be reconstructed due to the elimination of the northbound ramp.

Revised Preferred Alternative

Geometry

The Revised Preferred Alternative is similar to the FEIS Preferred Alternative by creating a grand urban boulevard along South Capitol Street with at-grade intersections. The Revised

Preferred Alternative would provide left turn access along South Capitol Street at three additional locations, compared with the FEIS Preferred Alternative. The locations are: southbound South Capitol Street to Eye Street SE, southbound South Capitol Street to L Street SE, and northbound South Capitol Street to Eye Street SW. These changes would provide greater connectivity and reduce queues at the intersection of South Capitol Street and M Street.

South Capitol Street would have a wider landscaped median between the west traffic oval and the Southeast-Southwest Freeway to emphasize its character as a grand urban boulevard. The Revised Preferred Alternative extends north of the Southeast-Southwest Freeway to D Street, continuing the character of the grand urban boulevard further along South Capitol Street.

Changes in Access

I-695 begins at 4th Street SW where I-395 turns to the north towards the 3rd Street/I-395 North Tunnel. Ramps from South Capitol Street connect to northbound I-395 and westbound I-695/westbound I-395. Three of the ramps to and from I-695 and I-395 would be reconfigured to improve safety and operations. Proposed activities include:

- Modifying Ramp H and I-695 southbound using pavement restriping to improve safety at the Ramp G merge area by providing two lanes to exit with minimal cost and impacts
- Providing a new access point from southbound South Capitol Street to Ramp G/GD (towards I-395 North Tunnel and westbound I-695/southbound I-395)
- Reconfiguring the existing Ramp E and Ramp EF and the South Capitol Street and Eye Street intersection to an urban interchange ramp

These activities would improve aesthetic and visual quality, safety, and traffic operations. The reconfigured ramps would match the FEIS Preferred Alternative for northbound South Capitol Street to westbound freeway vehicle movements. The reconfigured ramps would require a signalized intersection with South Capitol Street, which eliminates the need for the existing pedestrian tunnel.

Pedestrian Amenities

The Revised Preferred Alternative is similar to the FEIS Preferred Alternative in improving sidewalks. However, the Revised Preferred Alternative contains wider landscaped areas that would increase the separation of pedestrian and bicycle traffic from vehicle traffic, compared with the FEIS Preferred Alternative. The Revised Preferred Alternative also widens the pedestrian refuge area to reduce pedestrian crossing distances across roadways.

Streetscape

The proposed streetscape for Segment 4 would be the same as the FEIS Preferred Alternative. Streetscape improvements would reflect the guidelines in the *Visual Quality Manual*.

2.4 Comparison between FEIS Preferred Alternative and Revised Preferred Alternative

Compared with the FEIS Preferred Alternative, the Revised Preferred Alternative has the following advantages in Segment 4:

- Maintains a straight roadway centerline and straight curbs and gutters, which reinforce the southern axis radiating from Capitol Hill
- Preserves the South Capitol Street viewshed to promote views of the Capitol Building, which is the most important aspect of the travel experience along the grand urban boulevard
- Implements a wider landscaped median along South Capitol Street between the west traffic oval and Southeast-Southwest Freeway, which would emphasize the character of the grand urban boulevard
- Widens pedestrian refuge areas and shortens pedestrian crossing distances, which will improve the safety of pedestrians and cyclists
- Includes a wider, continuous landscaped area, creating a larger buffer between the roadway and the sidewalk, and improves pedestrian and bicycle safety
- Provides left turn access along South Capitol Street at three additional locations: southbound to Eye Street SE, southbound to L Street SE, and northbound to Eye Street SW which allows greater connectivity and reduces traffic queues at the intersection of South Capitol Street and M Street
- Revises Ramp H and I-695 southbound (pavement restriping without widening), and improves traffic operations and safety at the Ramp G merge area, with minimal cost and impacts
- Provides new access point from southbound South Capitol Street to Ramp G/GD (towards I-395 North Tunnel and westbound I-695/southbound I-395)
- Reconfigures existing Ramp E and Ramp EF and the South Capitol Street/Eye Street intersection, improving aesthetic and visual quality, safety, and traffic operations
- Provides more green space and less right-of-way acquisition
- Implements sustainable stormwater management by reducing the total impervious surface and incorporating streetscape bioretention systems
- Creates a longer, more contiguous, grand urban boulevard along South Capitol Street by extending the project limits from Southeast-Southwest Freeway to D Street

2.4.1 Segment 5

Segment 5 encompasses the areas north of I-695 to Independence Avenue, including New Jersey Avenue SE between M Street SE and Independence Avenue SE (Figure 12).

Figure 12. New Jersey Avenue SE Looking North at E Street, SE

FEIS Preferred Alternative

An improved streetscape, including pedestrian amenities, would enhance South Capitol Street from I-695 to Independence Avenue and New Jersey Avenue SE between M Street SE and Independence Avenue SE. The full 160-foot right-of-way would be restored between M Street SE and I-695.

Revised Preferred Alternative

Geometry

The Revised Preferred Alternative remains essentially the same as the FEIS Preferred Alternative for Segment 5. The only change reduces the limits from Independence Avenue SE to south of the U.S. Capitol complex to D Street SE.

Streetscape

The streetscape for Segment 5 is the same as the FEIS Preferred Alternative. Streetscape improvements will reflect the guidelines in the *Visual Quality Manual*.

2.5 Comparison between FEIS Preferred Alternative and Revised Preferred Alternative

Compared with the FEIS Preferred Alternative, the Revised Preferred Alternative reduces the project limits from Independence Avenue SE, to south of the U.S. Capitol Complex, to D Street SE.

chapter 3.0
section 106 legal and regulatory context

The Project is subject to compliance with the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470 et seq.) and its implementing regulations (36 CFR 800). Specifically, Section 106 of the NHPA requires that the lead Federal agency consider the effects of its actions on historic properties, which are properties listed in or determined eligible for listing in the NRHP, and provide the Federal Advisory Council on Historic Preservation (ACHP) an opportunity to comment on the undertaking.

Per Section 106 requirements, the lead Federal agency, in consultation with the State Historic Preservation Officer (SHPO), develops the Area of Potential Effects (APE), identifies historic properties (i.e., NRHP-listed and NRHP-eligible) in the APE, and makes determinations of the proposed project's effect on historic properties in the APE. Section 106 regulations require that the lead Federal agency consult with the SHPO and identified parties with an interest in historic resources during planning and development of the proposed project.

The ACHP may participate in the consultation or may leave such involvement to the SHPO and other consulting parties. The ACHP and the SHPO are provided an opportunity to comment on a proposed project, which is called an undertaking in Section 106. Both terms are used in this document. The ACHP, SHPO, and consulting parties can also comment on project effects on historic properties. The ACHP is participating in Project consultation.

The lead Federal agency, SHPO, consulting parties, and the ACHP, if participating, develop a Memorandum of Agreement (MOA) or Programmatic Agreement (PA) to avoid, minimize, or mitigate adverse effects, as applicable. Stipulations in a MOA or a PA must be implemented.

If a National Historic Landmark (NHL) is located within the APE and would be adversely affected by the project, the Federal agency must also comply with Section 110(f) of the NHPA. Section 110(f) requires that the agency undertake, to the maximum extent possible, planning and actions to minimize harm to any adversely affected NHL and afford the ACHP an opportunity to comment. Per 36 CFR 800.10(c), the agency must notify the Secretary of the Interior of any consultation regarding an NHL and invite the Secretary and the ACHP to participate in consultation where an adverse effect to an NHL may occur. For the South Capitol Street Project, there would be no adverse effects from the Revised Preferred Alternative to identified NHL properties in the revised APE.

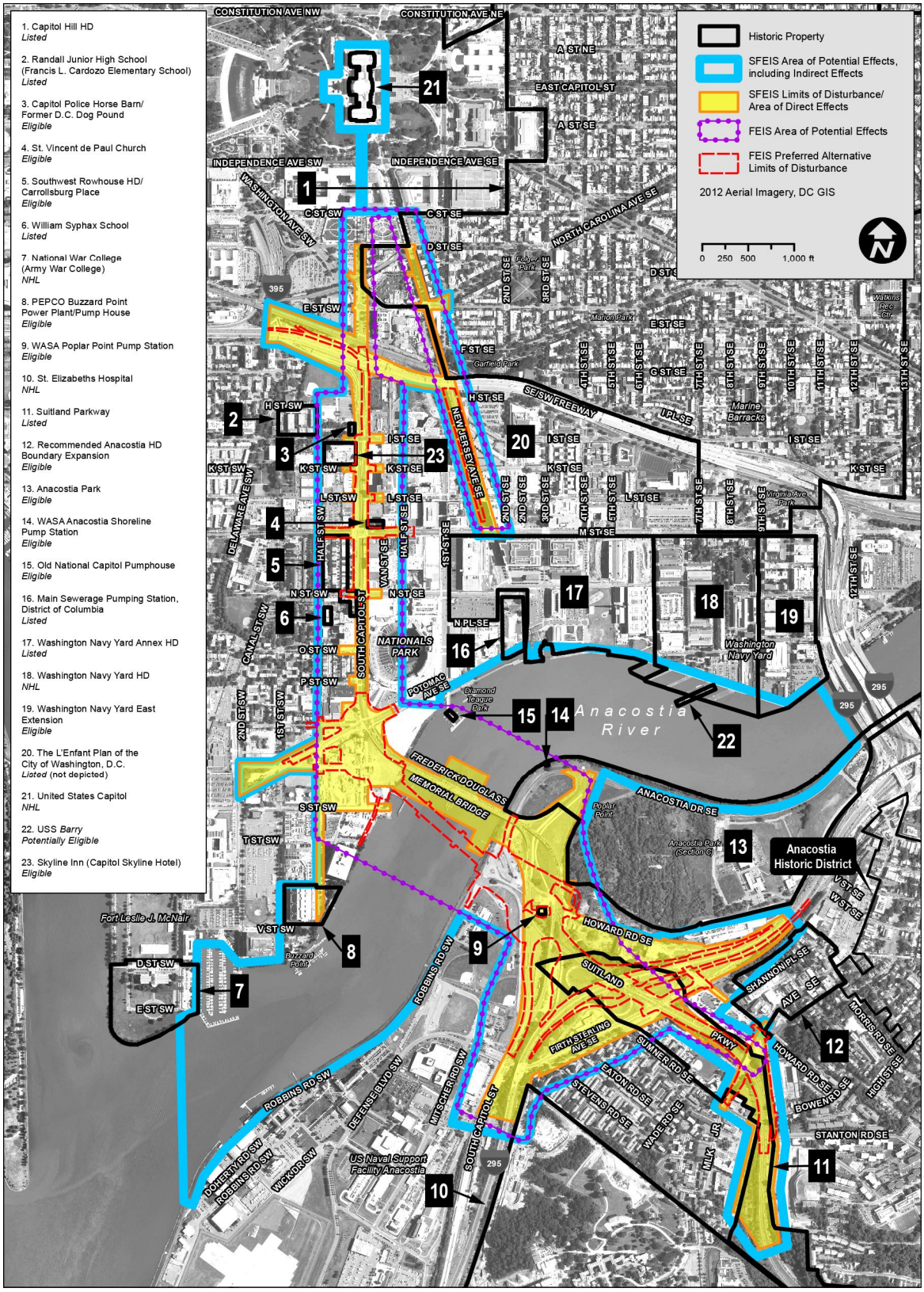
Section 106 work on the South Capitol Street Project was executed by staff that meets the Secretary of the Interior's Professional Qualification Standards in history, archaeology, and architectural history.

3.1 Area of Potential Effects

The APE is defined in Section 106 of the NHPA as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist. The PE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

The original South Capitol Street Project's APE was delineated during the FEIS stage of work. As part of the current work for the SDEIS, which introduced a Revised Preferred Alternative, a revised APE was delineated to consider changes to the Project. The DC SHPO requested that the prior APE in its entirety be perpetuated to acknowledge Project continuity and the agencies agreed that the approach used to delineate the prior APE would be applied to the current phase of work. When the revised APE was presented to the SHPO and consulting parties during a Section 106 consulting parties meeting on December 19, 2013, members of the group requested that the APE be enlarged to consider views to the proposed new bridge. Although the Frederick Douglass Memorial Bridge is not eligible for listing in the NRHP; is not a historic property; and viewsheds to it are not character-defining features of surrounding historic properties and therefore it would not be considered a significant feature in views and vistas, FHWA and DDOT agreed to enlarge the revised APE to include the potentially altered viewsheds from the identified historic properties toward the new bridge. The DC SHPO concurred with this APE on April 8, 2014. However, during a consulting parties meeting on July 10, 2014, the consulting parties again asked that the APE be amended to include the United States Capitol because of potential changes to the view from the building. FHWA and DDOT agreed to enlarge the revised APE a second time to include the United States Capitol. The revised APE and twenty-three identified built historic properties are depicted in Figure 13.

Figure 13. South Capitol Street Project: Area of Potential Effects



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3.2 Identification of Historic Properties

To comply with Section 106, the lead Federal agency is responsible for identifying historic properties, which are defined as properties that are listed in or determined eligible for listing in the NRHP by applying the NRHP Criteria for Evaluation to evaluate a property's historic significance. According to the NRHP Bulletin entitled *How to Apply the National Register Criteria for Evaluation*, the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that meet one or more of the following criteria:

- Criterion A: Are associated with events that have made a significant contribution to the broad patterns of our history; or
- Criterion B: Are associated with the lives of persons significant in our past; or
- Criterion C: Embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D: Have yielded, or may be likely to yield, information important in prehistory or history.

Built resources are typically evaluated under Criteria A, B, and C; Criterion D applies primarily to archaeological resources. If a property is determined to possess historic significance, its integrity is evaluated using the following seven Aspects of Integrity to determine if it conveys historic significance: location; design; setting; materials; workmanship; feeling; and association. If a property is determined to possess historic significance under one or more Criteria and retains integrity to convey its significance, the property is deemed eligible for the NRHP during Section 106 review.

3.2.1 Identified Historic Properties

Historic properties within the revised APE are listed in Figure 14.

Figure 14. Historic Properties within the Revised APE

Historic Property Name	Designation Status
Capitol Hill Historic District	Listed
Randall Junior High School (Francis L. Cardozo Elementary School)	Listed
Capitol Police Horse Barn/Former D.C. Dog Pound	Eligible
St. Vincent de Paul Church	Eligible
Southwest Rowhouse Historic District/Carrollsburg Place	Eligible
William Syphax School	Listed
National War College (Army War College)	National Historic Landmark
PEPCO Buzzard Point Power Plant/Pump House	Eligible
WASA Poplar Point Pump Station	Eligible
St. Elizabeths Hospital	National Historic Landmark
Suitland Parkway	Listed
Recommended Anacostia Historic District Boundary Expansion	Eligible
Anacostia Park	Eligible
WASA Anacostia Shoreline Pump Station	Eligible
Old National Capitol Pumphouse	Eligible
Main Sewerage Pumping Station, District of Columbia	Listed
Washington Navy Yard Annex Historic District	Listed
Washington Navy Yard Historic District	National Historic Landmark
Washington Navy Yard East Extension	Eligible
The L'Enfant Plan of the City Washington, D.C.	Listed
United States Capitol	NHL
USS *Barry* *(DS Barry; note that the historic name is being used for the Section 106 assessment)*	Potentially Eligible *(The Navy and the DC SHPO are currently resolving eligibility; ship is being treated as eligible for Project purposes only.)*
Skyline Inn	Eligible
51SE012	Eligible
51SE024	Eligible
51SE034 (Howard Road Historic District)	Eligible
51SE071	Eligible

Generally, the area within the South Capitol Street Project's APE is well-surveyed and documented. Within the APE, there are twenty-three built historic properties that are eligible for or listed in the NRHP, or are designated as National Historic Landmarks (see Figure 13). There are four previously identified archaeological sites that are within the APE (Sites 51SW1, 51SE11, 51SE12, 51SE24, and the Howard Road Historic District). However, only one of these was located in an area where Project-related soil disturbance was anticipated during the FEIS. DCSHPO files show that Site 51SE24 is located behind the existing Howard Road Academy; however, the records do not indicate the horizontal extent of the site. As this site is located in the vicinity of the APE for the improvements to Suitland Parkway, additional Phase I(b) investigation of this area was conducted. This investigation failed to identify any intact portions of the site and recommended no further investigations. Therefore, because the portion of the site that was within the LOD could not be identified,

the site was not considered to be a historic property within the APE. These properties, both built and archaeological, were identified by reviewing files at the NRHP and DC SHPO office, as well as reports completed for other prior projects executed within the APE. These historic properties are described in the summary matrix in Appendix B and are also included on the APE map, Figure 13.

3.2.2 Determination of Eligibility for the Skyline Inn

One property, the Skyline Inn (Capitol Skyline Hotel), which was built in 1963, was previously evaluated as part of earlier Project efforts. In 2005, when the Skyline Inn was evaluated it was less than fifty years of age and was determined to be not eligible after applying NRHP guidelines for recently built resources. However, since completion of the FEIS, the Skyline Inn has reached fifty years of age and has been reassessed, applying the standard NRHP Criteria, as part of the current Section 106 investigations for the Project. A an assessment of the building, focusing on Lapidus' more restrained work within Washington, DC, was completed. Although the building does not epitomize Lapidus' more imaginative design work, the Skyline Inn Determination of Eligibility form was revised according to the preferred finding of the DC SHPO. A DC State Historic Preservation Office Determination of Eligibility Form for the Skyline Inn that contains a detailed description, historic context, and revised significance assessment is included as Appendix B of this report.

3.3 Assessment of Effects

3.3.1 Criteria of Adverse Effects

All historic properties within the APE must be assessed for effects from the undertaking. Effects assessments are based on the criteria of adverse effect as defined in 36 CFR 800.5 "Assessment of adverse effects." According to this portion of the regulations, the criteria of adverse effect are defined as follows:

> An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

Examples of adverse effects are identified in 36 CFR 800.5 and include, but are not limited to, the following:

- Physical destruction of or damage to all or part of the property;
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 800) and applicable guidelines;
- Removal of the property from its historic location;
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's setting that contribute to its historic significance;
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian Organization; and
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Effects to historic properties' character-defining features and integrity are important when assessing impacts. Retention of relevant aspects of integrity is critical to a property's significance under the NRHP Criteria for Evaluation. The NRHP Bulletin *How to Apply the National Register Criteria for Evaluation* identifies the aspects of integrity and describes their relevance to the NRHP Criteria for Evaluation. The seven aspects of integrity are described in the bulletin as follows:

- Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons.
- Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related.

- Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place in which the property played its historical role. It involves how, not just where, the property is situated and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

  The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as: topographic features (a gorge or the crest of a hill); vegetation; simple manmade features (paths or fences); and relationships between buildings and other features or open space. These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its surroundings. In some cases, setting is not a character-defining feature of a property, especially if the property is surrounded by new construction, altered properties, or those that are not eligible for listing in the NRHP. This is particularly important for districts and for properties in urban or changing environments.

- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place. A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved.

- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles.

- Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.
- Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character.

According to guidance found in the NRHP Bulletin *How to Apply the National Register Criteria for Evaluation*, different aspects of integrity may be more or less relevant dependent on why a specific historic property was listed in or determined eligible for listing in the NRHP. For example, a property that is significant for its historic association (Criteria A or B) is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s). A property determined eligible under Criteria A or B ideally might retain some features of all aspects of integrity, although aspects such as design and workmanship might not be as important.

A property important for illustrating a particular architectural style or construction technique (Criterion C) must retain most of the physical features that constitute that style or technique. A property that has lost some historic materials or details can be eligible if it retains the majority of features that illustrate its type and/or style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its type or style. A property significant under Criterion C must retain those physical features that characterize the type, period, or method of construction that the property represents. Retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association. Location and setting will be important for those properties whose design is a reflection of their immediate environment (such as designed landscapes).

For a historic district to retain integrity, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance.

In some cases, select aspects of integrity are currently and substantially compromised by prior undertakings not related to the current project. These changes may have been made prior to determinations of eligibility or since these determinations were made.

3.3.2 Assessment of Effects Approach

Prior documentation for historic properties was reviewed to determine under which NRHP Criteria for Evaluation a property was deemed eligible for the NRHP, which historic characteristics and features of a property qualified it for eligibility, and which areas of integrity were most relevant to the eligibility determination and to what degree the property retains them. This information provides insight when applying the criteria for adverse effects and making accurate effects determinations.

Generally, factors considered in effects assessments include proximity of project components, the significance of viewsheds as indicated in prior documentation. Other causes of adverse effects include cumulative effects.

The ability to view a project's components, including construction-related work, from a historic property does not necessarily constitute an adverse effect, but alterations to significant viewsheds can have an effect on a historic property that would need to be assessed. During the Project's assessment of effects, information available for each historic property was reviewed to determine if the setting within and/or outside of the historic boundary, as well as viewsheds to and from each property, was historically significant and contributed to the property's eligibility. Using the same information, a determination was made regarding which aspects of integrity were most critical to a historic property's NRHP eligibility.

Updated noise studies for the SDEIS and prior vibration studies for the FEIS that are still accurate for the SDEIS indicate that there are no potential impacts to historic properties during construction or after normal bridge and road use resume after construction. A discussion of these findings is in the SDEIS, as well as in the technical reports, which are appendices to the SDEIS.

To determine if any historic properties within the Project's APE would be affected by the South Capitol Street Project, architectural historians reviewed documentation completed for NRHP-listed and NRHP-eligible properties within the revised APE. Cultural resources professionals also reviewed plans and conducted additional field visits to each historic property. Using the criteria of adverse effect established in 36 CFR 800.5(a)(1) and guidance found in the NRHP Bulletin *How to Apply the National Register for Criteria for Evaluation*, each historic property was evaluated to determine if implementation of the South Capitol Street Project would alter any historically significant characteristics or features of each historic property by diminishing relevant aspects of that property's historic integrity. Indirect and cumulative effects to historic properties have also been considered. The following findings were used to assess Project effects to historic properties:

- *No Effect*: Per 36 CFR 800.4(d)(1), an undertaking may have no effect to historic properties present in the APE, and a finding of "No Effect" may be determined for an undertaking. This finding indicates that an undertaking would not alter any aspects of integrity for any historic properties. This rationale has been used to assess effects to

historic properties within the APE for the South Capitol Street Project. In cases where minimal roadway improvements within right-of-way may occur within a historic property boundary and no contributing resources are impacted, a no effect determination may also be appropriate.

- *No Adverse Effect*: Per 36 CFR 800.5(b), an undertaking may be determined to have "No Adverse Effect" to historic properties if the undertaking's effects do not meet the criteria of adverse effect as described above. If Project implementation would alter a specific aspect of integrity for a historic property but the effect would not alter a characteristic that qualifies that resource for inclusion in the NRHP in a manner that diminishes the significant aspect of integrity, then the finding for that aspect of integrity is "No Adverse Effect."
- *Adverse Effect*: An adverse effect is determined if the undertaking would alter a characteristic that qualifies that contributing resource for inclusion in the NRHP in a manner that diminishes the significant aspect(s) of integrity.

3.3.3 *Avoidance Alternatives and Planning To Minimize Effects*

Per 36 CFR 800.6, a finding of adverse effect to historic properties requires that efforts to resolve such effects by developing and evaluating alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects must be undertaken.

Throughout the course of Project planning, significant efforts have been made to avoid and/or minimize adverse effects to historic properties. As a result of Project planning completed as part of prior Project efforts and also the Revised Preferred Alternative development assessed here, many potential adverse effects have been avoided and minimized.

Effects to the setting of the DC Water WASA Poplar Point Pump Station have been minimized. Previously, the station would have been located at the center of the eastern traffic oval. Now, the oval is to the north of its historic property boundary.

The western traffic oval is smaller in size than the oval presented in the FEIS. Therefore, the impacts to the L'Enfant Plan of the City of Washington, DC are minimized, although Project work continues to have an adverse effect to the plan.

Most notably, during the FEIS phase of the Project, an adverse effect to Suitland Parkway was identified due to the substantial alteration of a contributing historic bridge; that alteration is no longer planned as part of the Revised Preferred Alternative because the single-point urban interchange configuration has been changed to a modified diamond shape, leaving the bridge intact. Therefore, there is no adverse effect to Suitland Parkway.

chapter 4.0
assessment of effects for built historic properties

4.1 Built Historic Properties

Four National Historic Landmarks; seventeen historic properties listed in or determined eligible for the NRHP; and one potentially eligible historic property have been identified within the Project's revised APE. Project effects to all historic properties were assessed and are documented in this report. Comments on preliminary effects assessments received from the DC SHPO, ACHP, and consulting parties at a Section 106 meeting on July 10, 2014, were considered and incorporated as part of these assessments.

FHWA assessed Project effects to the integrity and character-defining features of each historic property. Fieldwork was completed between September 2013 and July 2014 and photographs were taken during that time. Only effects from the Revised Preferred Alternative are assessed in this report. Properties that were included in the previous APE presented in the FEIS have been reassessed for effects from the Revised Preferred Alternative. As part of Section 106 compliance, this report is being submitted to the DC SHPO for concurrence and to the consulting parties for review and comments.

The location of each built historic property in the APE and its corresponding effects assessment is shown on Figure 73.

1. Capitol Hill Historic District

Multiple addresses and roadway boundaries. See Figure 15 for the portion of the historic district that is within the Project's APE.

Historic Property Summary

The Capitol Hill Historic District is a historically and architecturally significant residential and commercial historic district that also contains important public, religious, and military buildings, as well as parks. The historic district, which is the oldest and largest residential community within Washington, DC, contains two and three-story rowhouses that display a variety of architectural styles, including Federal, Greek Revival, Italianate, Queen Anne, Romanesque Revival, and vernacular interpretations and blends of these styles. The Capitol Hill Historic District, which was listed in the NRHP in 1976 with a boundary increase approved in 2003, is listed in the NRHP under Criterion A for its connection to the early history of Washington, DC, and under Criterion C for the historic district's well-preserved collection of architecture.

Assessment of Effects

The Project's components would occur within the Capitol Hill Historic District, primarily along New Jersey Avenue SE and South Capitol Street, within the westernmost portion of the district. No potential noise or vibration impacts have been identified. In comments received in September 2014, the Capitol Hill Restoration Society stated concerns about vibration effects to historic properties and contributing buildings within the Capitol Hill Historic District from proposed haul routes, heavy equipment use, and sidewalk demolition. At this time no haul routes have been established and the types of equipment and methods of demolition have not been determined. Generally, project details such as this are determined at a later phase, when the selected contractor can contribute input regarding best construction practices and provide information on preferred haul routes. The Project's MOA will include provisions for unanticipated effects, including vibration impacts, to historic properties.

No physical impacts to contributing resources within the Capitol Hill Historic District would occur. Though Project activity would occur within the historic district's NRHP boundary, these activities include improvements to existing streetscape components that are primarily pedestrian upgrades, and would occur within the existing right-of-way. None of the proposed improvements to ramps are within the historic district boundaries and would not be visible from the historic district. No effect to the Capitol Hill Historic District's integrity of location, design, materials, and workmanship would occur.

The Project components would have no adverse effect to the Capitol Hill Historic District's integrity of setting; existing roadways in the urban setting will not be substantially altered. Proposed Project activity within the historic district is minimal and would occur within right-of-way to enhance the streetscape and improve pedestrian safety on New Jersey Avenue SE and South Capitol Street. Additionally, upgrading the existing streetscape would not impact historically significant views to or from the historic district's contributing resources. Because no adverse effects to the Capitol Hill Historic District's integrity of setting have been

identified and all work will occur within right-of-way and will not affect any contributing resources, the Project will have no adverse effect to the historic district's integrity of setting.

Project activity would not alter the historic district's feeling as a significant eighteenth and nineteenth-century residential and commercial historic district or its association with the early development of Washington, DC; the district would continue to convey both its historic and architectural significance. The district is large, and work would only occur in a comparatively small area that includes only the existing right-of-way, with the majority of the historic district unaffected by proposed Project work. Therefore, no adverse effect to the historic district's integrity of feeling or association would occur.

Based on this evaluation, the Project would have no adverse effect to the Capitol Hill Historic District.

Figure 15. Project activity in the vicinity of the Capitol Hill Historic District

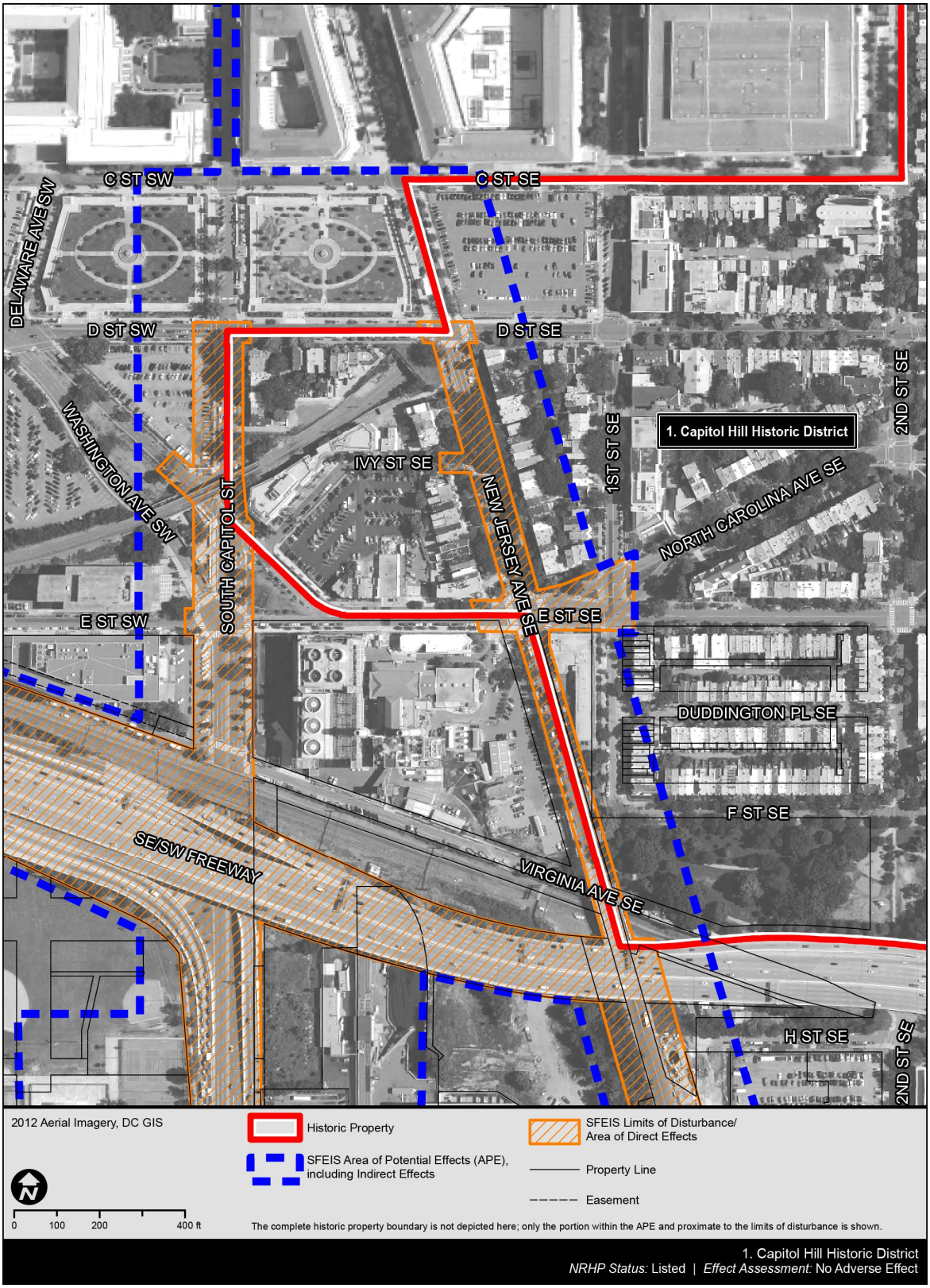


Figure 16. View to the south from the Capitol Hill Historic District on New Jersey Avenue SE

2. Randall Junior High School (Francis L. Cardozo Elementary School)

61 I Street SW

Historic Property Summary

The two-story main block of the Randall Junior High School, constructed in 1906, originally served the African American community in southwest Washington, DC, as the Francis L. Cardozo Elementary School. The prominent architectural firm Marsh & Peter designed the seven-bay-wide Georgian Revival-style school, accessed by a Colonial Revival-style entrance. This main block building, which presently serves as the central portion of the school complex, has received several additions since 1906.

The NRHP boundary of this property includes the 1906 main block building and all subsequent additions, and is bounded by H Street SW to the north, 1st Street SW to the east, I Street SW to the south, and Half Street SW to the west. In 1912, Marsh & Peter constructed a free-standing building in a similar style west of the main building on the site. In 1924, the newly established Randall Junior High School student body switched locations with the Francis L. Cardozo Elementary School to accommodate a growing student population. When the school continued to experience growth, Municipal Architect Albert L. Harris designed two Colonial Revival-style wings to be attached to the main building. Constructed in 1927, the east wing houses the school's auditorium and the west wing abuts the freestanding building and the main building. Between 1932 and 1973, subsequent additions were carried out, but they do not contribute to the historical or architectural significance of the property. The school survived Washington, DC's urban renewal program efforts, carried out in the 1950s, and continued to serve as a defining and dominant force in the community.

The Randall Junior High School is listed in the NRHP under Criterion A for its connection to the educational history of the African American community in southwest Washington, DC, and as one of the few pre-urban renewal structures in the community. The school is also listed under Criterion C as a Georgian Revival-style school building with Colonial Revival-style additions and as an excellent example of the school building style adopted by Washington, DC.

Assessment of Effects

In the vicinity of the Randall Junior High School, South Capitol Street Project components would primarily be at-grade improvements to South Capitol Street. These improvements include the addition of left-turn bays along South Capitol Street's northbound and southbound lands to the South Capitol Street and I Street intersection. Additionally, South Capitol Street would be converted into a grand urban boulevard with a wide planted median, wider sidewalks, and continuous planter beds between the roadway and the sidewalks. Approximately 300 feet spans between the Project's LOD at I Street SW and the property's east NRHP boundary. No potential noise or vibration impacts to the property have been identified during Project studies.

No physical impacts to the Randall Junior High School would occur as a result of South Capitol Street Project activity. No Project components would occur within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The Randall Junior High School no longer retains integrity of setting. Urban renewal efforts in the 1950s, along with the construction of the Southeast-Southwest Freeway during the 1960s, significantly altered the property's historic setting. Additionally, the property is oriented to the south and the South Capitol Street Project activity in the vicinity of the school would occur east of the property. Project activity may be minimally visible from the property's east elevation, but this activity would be considerably screened by the presence of mature trees and buildings. Therefore, proposed Project activity would have no effect to the Randall Junior High School's already compromised setting. No character-defining features would be affected and no historically significant views to or from the property would be obscured. Because no historically significant views would be obscured, no visual effects to the property were identified. Therefore, Project implementation would have no effect to the integrity of the Randall Junior High School's setting.

Proposed Project activity would have no effect to the Randall Junior High School's feeling as an early-twentieth century Georgian Revival-style school building with Colonial Revival additions, or its association with the those styles or as a public school that served the African American community in southwest Washington, DC.

Based on this evaluation, the South Capitol Street Project would have no effect to the Randall Junior High School.

Figure 17. Project activity in the vicinity of the Randall Junior High School (Francis L. Cardozo Elementary School)

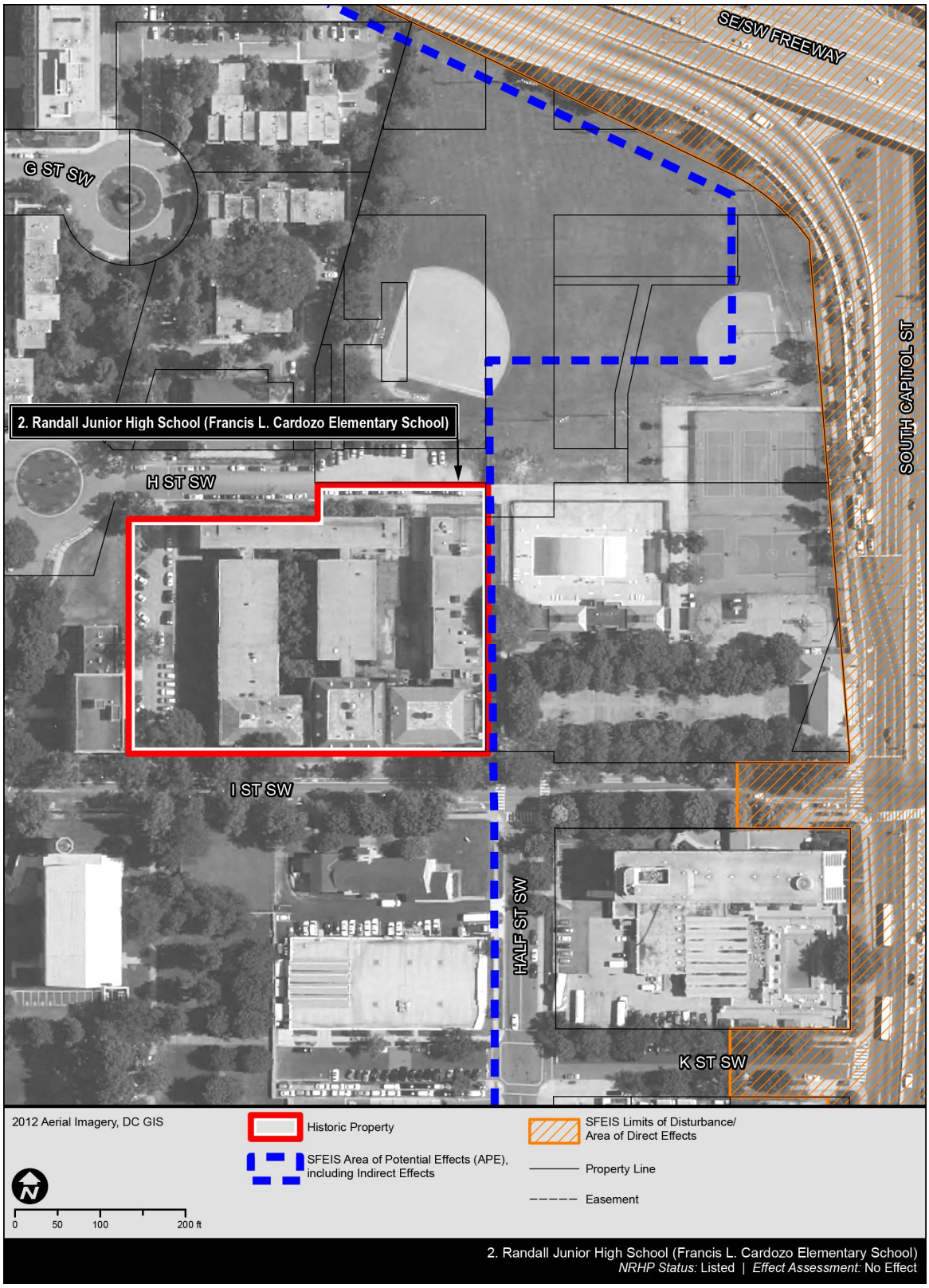


Figure 18. View southeast toward the vicinity of South Capitol Street from the Randall Junior High School, at I Street SW and Half Street SW

3. Capitol Police Horse Barn/Former D.C. Dog Pound

Intersection of I Street SW and South Capitol Street

Historic Property Summary

The Capitol Police Horse Barn/Former D.C. Dog Pound is a one-story brick building, built circa 1920. The property originally operated as a horse barn for the Capitol Police and later, according to a 1943 map, operated as the D.C. Dog Pound. The building's floor plan is I-shaped and it features very little ornamentation. A wide entry, now filled, and five stall openings located along the building's west elevation are indicators of the horse barn's utilitarian use. The property survived 1950's urban renewal program efforts that dramatically changed the appearance of Southwest Washington, DC, due to the demolition of historic buildings. The property is eligible for listing in the NRHP under Criterion A for its connection to pre-urban renewal southwest Washington, DC, and the Capitol Police, and also under Criterion C as a brick building whose function dictated its design.

Assessment of Effects

South Capitol Street Project activity near the Capitol Police Horse Barn/Former D.C. Dog Pound would primarily occur at the South Capitol Street and I Street intersection. Improvements to this intersection include the addition of at-grade left turn bays along South Capitol Street's northbound and southbound lanes. South Capitol Street would also be converted into a grand urban boulevard. At-grade activities include the addition of a wide planted median, wider sidewalks, and continuous planter beds between the roadway and sidewalks. Also in the property's vicinity, the ramp located north of the South Capitol Street and I Street intersection, which carries northbound South Capitol Street traffic to westbound I-695, would be converted into an urban interchange ramp. As shown on Figure 19, the Capitol Horse Barn/Former D.C. Dog Pound's east and south boundaries border the South Capitol Street Project's LOD boundary.

No potential vibration impacts to the property have been identified during Project studies.

Studies indicate a potential for a minor average increase in noise levels by the year 2040 as a result of implementing the Revised Preferred Alternative. These increases would not impact the continued use of the historic property for its intended or original purpose. Short-term construction activities may introduce temporary noise in the property's vicinity. Construction-related noise would be minimized by implementing basic best practices such as working only at certain times of day or using equipment that would be selected specifically to reduce noise impacts. Noise mitigation measures are included in the Project's SDEIS Environmental Commitments and will be required to be implemented by contractors. Therefore, according to the information in the studies, noise levels would have no adverse effect to the historic property.

No physical impacts to the Capitol Police Horse Barn/Former D.C. Dog Pound would occur as a result of Project implementation. Although the LOD boundary is concurrent with the property's historic boundary limit, no Project activity would occur within the property's

historic NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The Capitol Police Horse Barn/Former D.C. Dog Pound does not retain integrity of setting. The building survived urban renewal efforts that were carried out in southwest Washington, DC, during the 1950s; however, surrounding buildings are all more recently constructed than the horse barn/dog pound. The Southeast-Southwest Freeway's construction in the 1960s also dramatically altered the property's historic setting. Though the building's north, east, and west elevations are oriented toward Project activity, no historic views or vistas remain because of changes to the property's setting. Because the Capitol Police Horse barn/Former D.C. Dog Pound does not retain integrity of setting, Project activity would have no effect to the historic property's integrity of setting.

During the July 10, 2014, Section 106 consulting parties meeting, several agencies and organizations expressed concern that the proximity to Project work would preclude a No Effect assessment for the Capitol Police Horse Barn/Former D.C. Dog Pound. Project work would occur outside of the historic property boundary, so the integrity of location, design, setting, materials, and workmanship are not being affected. Setting is not a character-defining feature of the Capitol Police Horse Barn/Former D.C. Dog Pound. The historic property does not retain integrity of setting due to numerous changes in the surrounding area. The Project will not affect any historic aspect of the setting, although temporary construction impacts will be adjacent to the property. South Capitol Street Project construction activity would have no adverse effect to the property's feeling as an early-twentieth century purpose-built building, or its association with the Capitol Police and district government in southwest Washington, DC. FHWA has considered these comments by determining a No Adverse Effect assessment for the Capitol Police Horse Barn/Former D.C. Dog Pound.

Based on this evaluation the South Capitol Street Project would have no adverse effect to the Capitol Police Horse Barn/Former DC Dog Pound.

Figure 19. Project activity in the vicinity of the Capitol Police Horse Barn/Former D.C. Dog Pound

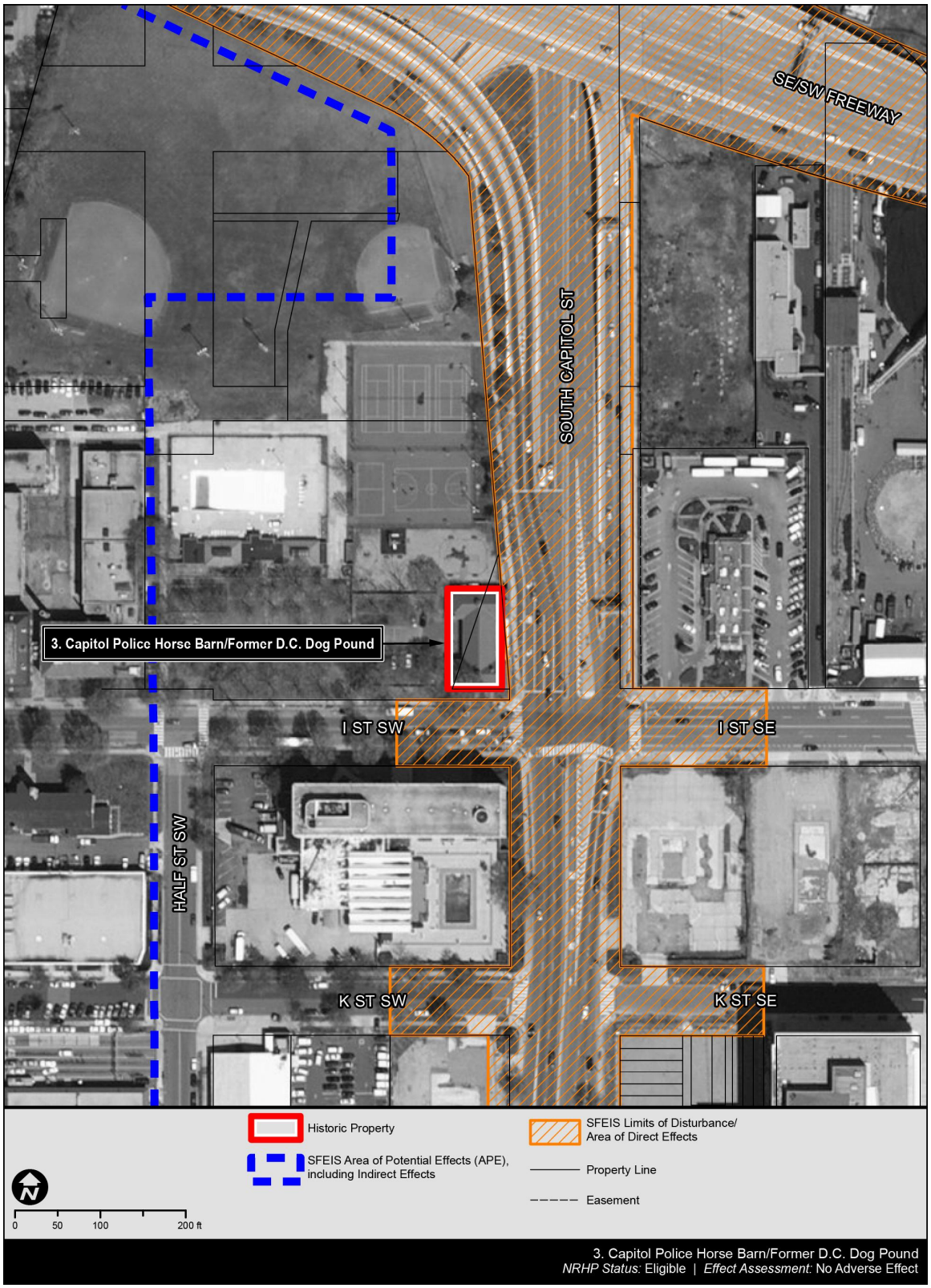


Figure 20. View south to South Capitol Street and the vicinity of the Frederick Douglass Memorial Bridge from the Capitol Police Horse Barn/Former DC Dog Pound, at I Street SW and South Capitol Street

4. St. Vincent de Paul Church

14 M Street SE

Historic Property Summary

Located on the northeast corner of South Capitol Street and M Street SE, the St. Vincent de Paul Church is a Romanesque Revival-style building with ashlar-cut granite block walls and limestone trim. The architectural firm W.F. Wagner & Brothers designed the building and W.E. Speir constructed the building in 1903. The one-and-one-half story building, the location of which is shown on Figure 21, houses the church's sanctuary and is oriented west toward South Capitol Street. A one-and-one-half story and a two-story tower also faces South Capitol Street. In 1921, a freestanding rectory was constructed east of the 1903 building's rear elevation. The rectory, which fronts M Street SE, was substantially altered and connected to the original 1903 building ca. 1965; this portion of the building is considered a non-contributing element to the 1903 building. The St. Vincent de Paul Church's historic boundary is the building's legal property boundary. St. Vincent de Paul Church is eligible for listing in the NRHP under Criterion C as an excellent example of a Romanesque Revival-style building.

Assessment of Effects

The Project components would occur directly adjacent the St. Vincent de Paul Church at the South Capitol and M Streets intersection. This intersection would be altered to remove the grade-separation that occurs at South Capitol and M Streets. Other proposed changes include at-grade left turn bays along South Capitol Street and M Street would be reconstructed, approximately between Half Street SW and Half Street SE, as part of the improvements. Additionally, South Capitol Street would be converted into an urban boulevard with a wide planted median, wider sidewalks, and continuous planter beds between the roadway and sidewalks. The property's west and south NRHP boundaries are concurrent with the Project's LOD.

No potential vibration impacts to the property have been identified during Project studies. In comments received in September 2014, the Capitol Hill Restoration Society stated concerns about vibration effects to the St.Vincent de Paul Church from proposed haul routes, heavy equipment use, and sidewalk demolition. At this time no haul routes have been established and the types of equipment and methods of demolition have not been determined. Generally, project details such as this are determined at a later phase, when the selected contractor can contribute input regarding best construction practices and provide information on preferred haul routes. The Project's MOA will include provisions for unanticipated effects, including vibration impacts, to historic properties.

Studies indicate a potential for a minor average increase in noise levels by the year 2040 as a result of implementing the Revised Preferred Alternative. These increases would not impact the continued use of the historic property for its intended or original purpose. Short-term construction activities may introduce temporary noise in the property's vicinity. Construction-related noise would be minimized by implementing basic best practices such

as working only at certain times of day or using equipment that would be selected specifically to reduce noise impacts. Noise mitigation measures are included in the Project's SDEIS Environmental Commitments and will be required to be implemented by contractors. Therefore, according to the information in the studies, noise levels would have no adverse effect to the historic property.

No physical impacts would occur to the St. Vincent de Paul Church as a result of Project activity. Although the property's west and south NRHP boundaries are concurrent with the Project's LOD boundary, no Project work would occur within the property's NRHP boundary. Therefore, no effects to the St. Vincent de Paul Church's integrity of location, design, materials, and workmanship would occur.

The St. Vincent de Paul Church no longer retains integrity of setting. Demolition and rebuilding along South Capitol Street has altered the church's historic urban working-class neighborhood setting, resulting in the loss of low-scale residential and commercial buildings. Additionally, no historically significant views to or from the property remain due to changes to the setting. Therefore, Project activity would have no effect to the property's integrity of setting.

During the July 10, 2014, Section 106 consulting parties meeting, several agencies and organizations expressed concern that the proximity to Project work would preclude a No Effect assessment for the St. Vincent de Paul Church. Project work would occur outside of the historic property boundary, so the integrity of location, design, setting, materials, and workmanship are not being affected. Setting is not a character-defining feature of the St. Vincent de Paul Church. The historic property does not retain integrity of setting due to numerous changes in the surrounding area. The Project will not affect any historic aspect of the setting, although temporary construction impacts will be adjacent to the property. South Capitol Street Project construction activity would have no adverse effect to the property's feeling as an early-twentieth-century Romanesque Revival church or its association with the working-class neighborhood in Washington, DC. FHWA has considered these comments by determining a No Adverse Effect assessment for the St. Vincent de Paul Church.

Based on this evaluation the South Capitol Street Project would have no adverse effect to the St. Vincent de Paul Church.

Figure 21. Project activity in the vicinity of the St. Vincent de Paul Church

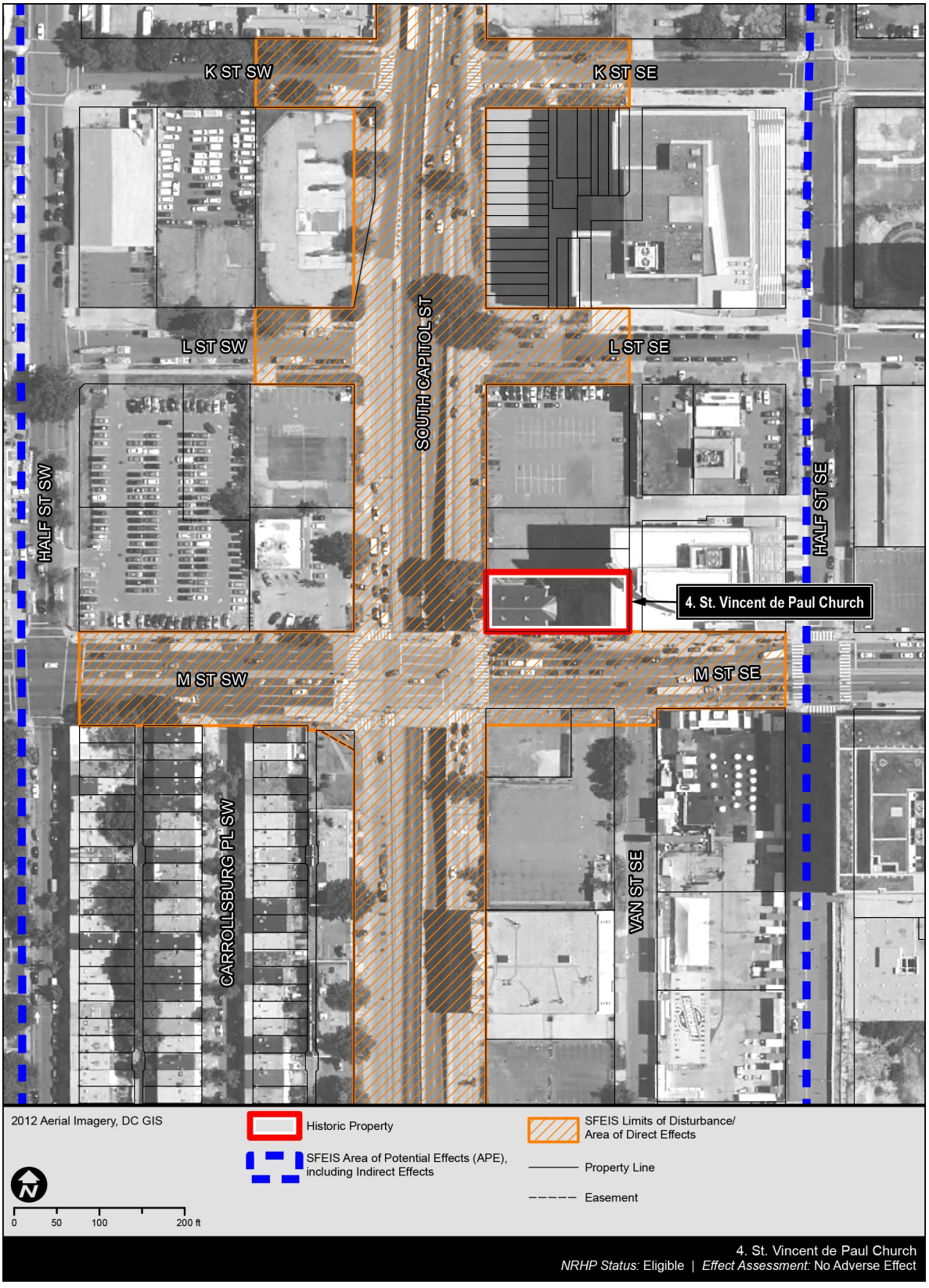


Figure 22. View south to South Capitol Street from south of the St. Vincent De Paul Church, at South Capitol Street and M Street SE

Figure 23. View southwest toward the vicinity of South Capitol Street from the St. Vincent De Paul Church, at M Street SE

5. Southwest Rowhouse Historic District/Carrollsburg Place

1200 Block of Carrollsburg Place SW, 1200 Block of Half Street SW, east side, 4-10 N Street SW, 1301-1317 South Capitol Street

Historic Property Summary

The Southwest Rowhouse Historic District/Carrollsburg Place is comprised of a collection of brick two-story rowhouses constructed between ca. 1887 and ca. 1917; they were intended to be both modest workers' homes and public housing. The row of houses located on the west side of the 1200 block of Half Street SW, between M and N Streets SW, were built in 1908. Construction commenced on the rowhouses located on both sides of the 1200 block of Carrollsburg Place SW, between M and N Streets SW, in 1909. The district's Sanitary Housing Commission constructed the Carrollsburg Place rowhouses as a prototype for public housing; these rowhouses and those located on Half Street SW were constructed as two-family homes. A fourth row of houses (4-10 N Street SW) located on the street's south side, between an alleyway and a commercial building on the corner of N Street SW and South Capitol Street, were constructed in 1917.

South of the commercial building on the corner, an intact row of houses (1301-1317 South Capitol Street) faces east. These houses were constructed between 1887 and 1893. The commercial building is a noncontributing element to the Southwest Rowhouse Historic District/Carrollsburg Place. The district's rowhouses are an example of modest workers' housing; because of their late nineteenth and early-twentieth-century construction date, the houses are a later representation of a common housing type found throughout the district. The rowhouses feature minimal decorative ornamentation; common elements include segmental arches, beltcourses, and brick corbels.

The Southwest Rowhouse Historic District/Carrollsburg Place also represents the Southwest quadrant's only intact neighborhood from this period to survive mid-twentieth century urban renewal efforts, which razed the majority of the quadrant. The Southwest Rowhouse Historic District/Carrollsburg Place is eligible for listing in the NRHP under Criterion C for its representation of an intact district of late nineteenth and early-twentieth-century modest workers' housing and for Carrollsburg Place's representation of early public housing in Washington, DC.

Assessment of Effects

South Capitol Street Project activity near the Southwest Rowhouse Historic District/Carollsburg Place would occur along South Capitol Street. Project implementation would include converting South Capitol Street into a grand urban boulevard, with a wide planted median, wider sidewalks, and continuous planter beds between the roadway and the sidewalks. The district's west boundary at South Capitol Street is concurrent with the Project's LOD boundary. The LOD is also concurrent with the district's northern NRHP boundary at the M Street right-of-way, where an at-grade intersection with South Capitol Street is proposed and M Street will be rebuilt adjacent to the historic district boundary from South Capitol Street to Half Street SW. The LOD extends into the historic district

boundary at the N Street SW right-of-way, where repaving will occur for approximately 75 feet.

No potential vibration impacts to this property have been identified during Project studies. Studies indicate a potential for a minor average increase in noise levels by the year 2040 as a result of implementing the Revised Preferred Alternative. These increases would not impact the continued use of the historic property for its intended or original purpose. Short-term construction activities may introduce temporary noise in the property's vicinity. Construction-related noise would be minimized by implementing basic best practices such as working only at certain times of day or using equipment that would be selected specifically to reduce noise impacts. Noise mitigation measures are included in the Project's SDEIS Environmental Commitments and will be required to be implemented by contractors. Therefore, according to the information in the studies, noise levels would have no adverse effect to the historic property.

No physical impacts to the character-defining features of the Southwest Rowhouse Historic District/Carollsburg Place would occur as a result of Project implementation. Though Project activity would occur within the district's NRHP boundary, this activity would be limited to the right-of-way within N Street SW and would not alter any contributing resources to the district. Therefore, no effect to the property's integrity of location, design, materials, and workmanship would occur.

The South Capitol Street Project would have no adverse effect to the Southwest Rowhouse Historic District/Carollsburg Place's integrity of setting, which is marginal outside of the historic district's boundaries due to nearby recent construction, most notably the Nationals Park. Project activities would be visible from the contributing resources located at 1301-1307 South Capitol Street, which face east toward South Capitol Street. Project activities would also be minimally visible from the contributing resources located at 4-10 N Street SW, which are oriented to the north, but this view is partially shielded by buildings within the district and vegetation. However, visible Project activity would occur at-grade at M and N Streets directly west of South Capitol Street. Although no noise impacts have been identified, temporary construction activity collectively will affect the district's setting, but not adversely. Because no adverse effects to the character-defining features of the property's setting have been identified, Project activity would have no adverse effect to the property's integrity of setting.

South Capitol Street Project activity would have no effect to the Southwest Rowhouse Historic District/Carrollsburg Place's feeling as an intact collection of late nineteenth and early-twentieth-century modest workers' housing or its association with the pre-urban renewal era in southwest Washington, DC, and early public housing prototypes in Washington, DC. Therefore, the Project would have no effect to the Southwest Rowhouse Historic District/Carrollsburg Place's integrity of feeling or association.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the Southwest Rowhouse Historic District/Carrollsburg Place.

Figure 24. Project activity in the vicinity of Southwest Rowhouse District/Carrollsburg Place

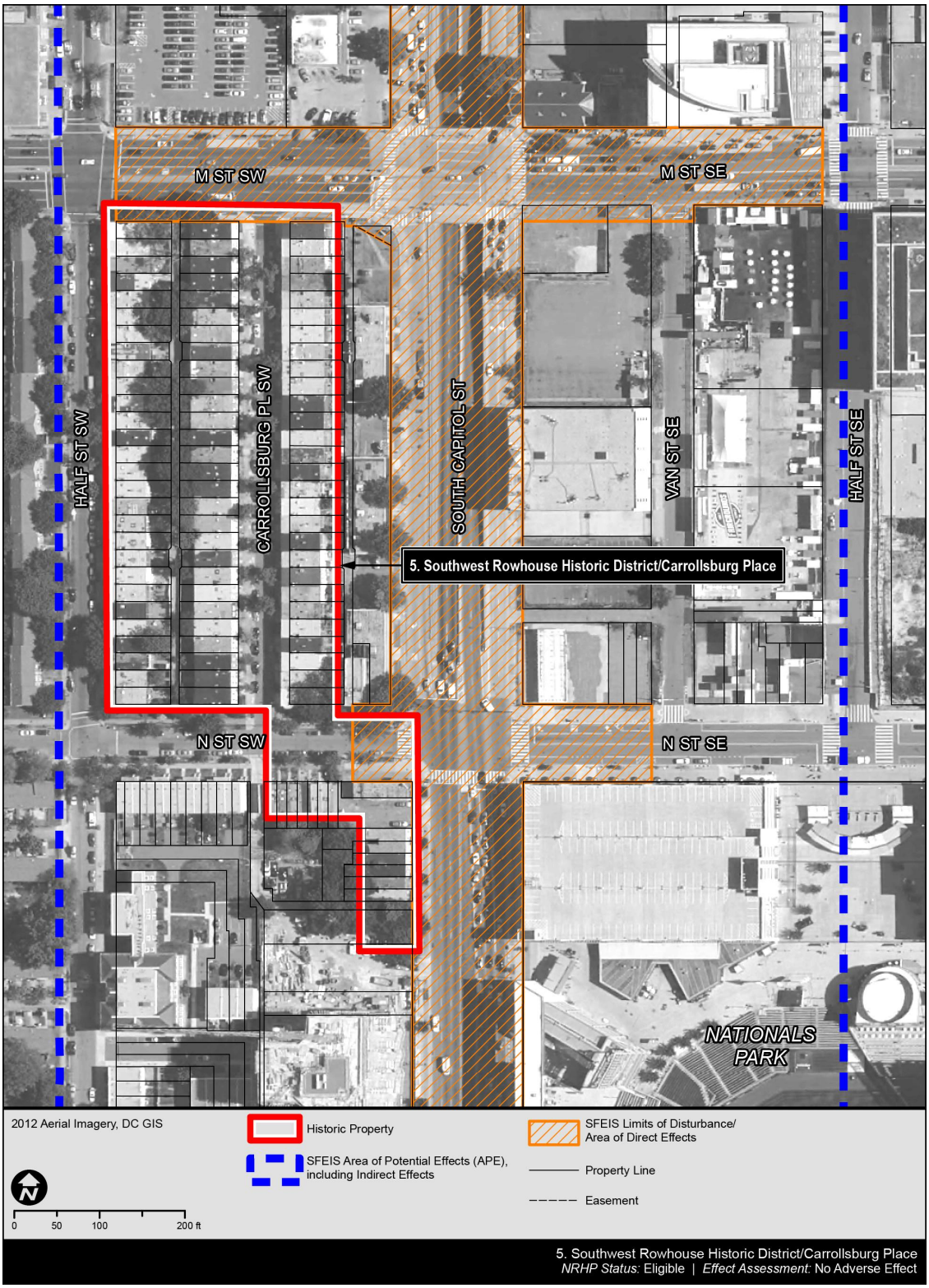


Figure 25. View south to South Capitol Street from the Southwest Rowhouse Historic District/Carrollsburg Place, at South Capitol Street and N Street SW

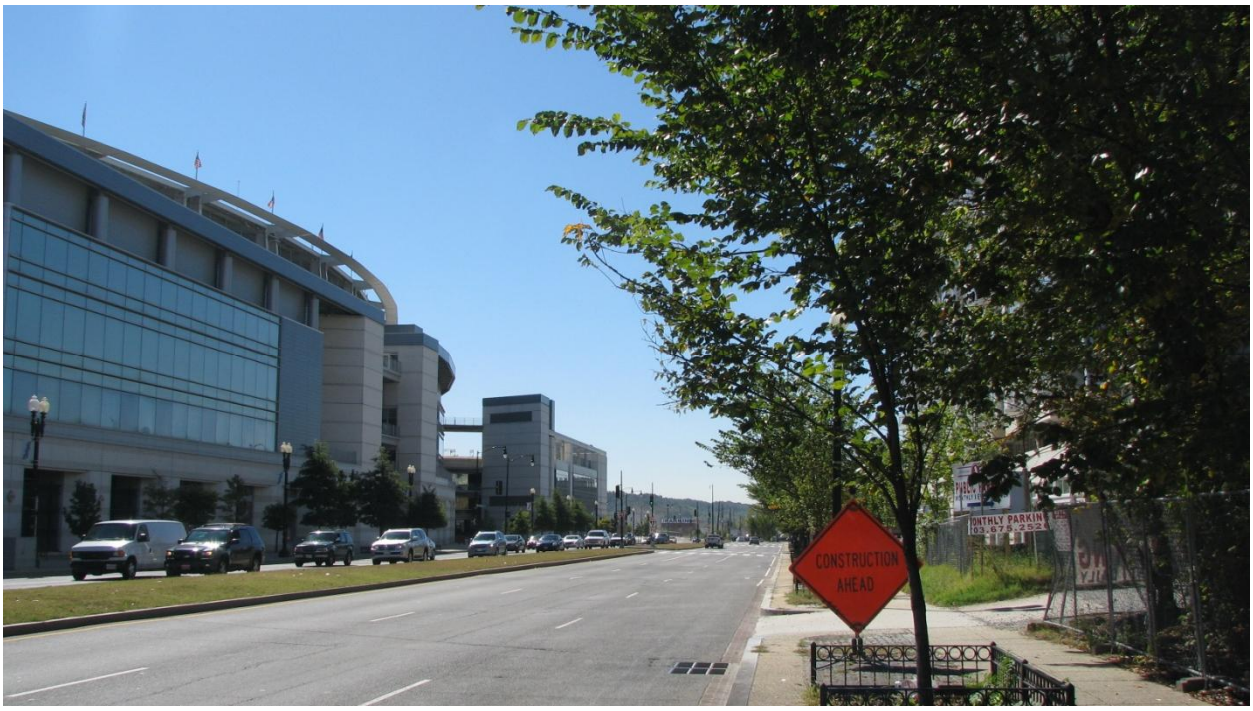


Figure 26. View southeast to South Capitol Street from south of the Southwest Rowhouse Historic District/Carrollsburg Place, at South Capitol Street

6. William Syphax School

1360 Half Street SW

Historic Property Summary

The two-story William Syphax School is located at 1360 Half Street SW, between N and O Streets SW, and is oriented to the west. Noted architectural firm Marsh & Peter designed the public elementary school in 1900 and builder D.F. Mockabee constructed the building between 1901 and 1902.

The building embodies the progressive era of civic design philosophies in Washington, DC, when the district's Office of the Building Inspector hired private Washington firms to design public schools. Though the Office of the Building Inspector developed a floorplan for public schools during the late 1800s, dictating the building's interior spaces, Marsh & Peter skillfully applied the distinguishing elements of the early Colonial Revival style to the school building's exterior. The elementary school was named for the prominent African American education advocate, William Syphax (d. 1894), who worked to develop a public school system in Washington, DC, that provided equal opportunities for African American students. The school's construction was connected to Progressive Era efforts to provide decent housing for the district's low-income neighborhoods and the building exerted a civic presence in the community as one of the neighborhood's most imposing structures. In 1941 and again in 1953 the building was expanded to the north to accommodate the school's growing population; the two additions were designed in a compatible Colonial Revival style. The building's legal property boundary is designated as the property's NRHP boundary.

The William Syphax School is listed in the NRHP under Criterion A for its association with progressive turn-of-the-century civic design ideals and strong public design in Washington, DC, and for the property's establishment of a civic presence in the local African American community. It is also listed under Criterion C as a fine example of a public school building embodying the character-defining features of the Colonial Revival style, designed by the notable Washington architectural firm Marsh & Peter. The building is also a listed as part of the multiple property NRHP listing "Public School Buildings of Washington, DC 1862-1960."

Assessment of Effects

As shown on Figure 27, in the vicinity of the William Syphax School, South Capitol Street Project components would primarily occur along South Capitol Street. Approximately 240 feet spans between the property's east NRHP boundary and the Project's LOD along the west side of South Capitol Street. No potential noise or vibration impacts to this property have been identified during Project studies.

No physical impacts to the William Syphax School would occur as a result of Project implementation. No Project activity would occur within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

South Capitol Street Project implementation would have no effect to the William Syphax School's integrity of setting. Project activity in the vicinity of the William Syphax School will occur along South Capitol Street; the William Syphax School is oriented to the west and South Capitol Street is located east of the property. The urban area around the school retains little integrity of setting due to the recent construction of townhomes south and east of the building. Due to these townhomes and other buildings along South Capitol Street, Project activity would only be minimally visible from the property's east elevation. Project implementation would have no effect to the property's visual setting or the character-defining features of its setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no effect to the integrity of the setting of the William Syphax School.

Furthermore, no Project activity would alter the property's feeling as an early-twentieth-century Colonial Revival-style school, or its association as a public school for the local African American community.

Based on this evaluation, the South Capitol Street Project would have no effect to the William Syphax School.

Figure 27. Project activity in the vicinity of the William Syphax School

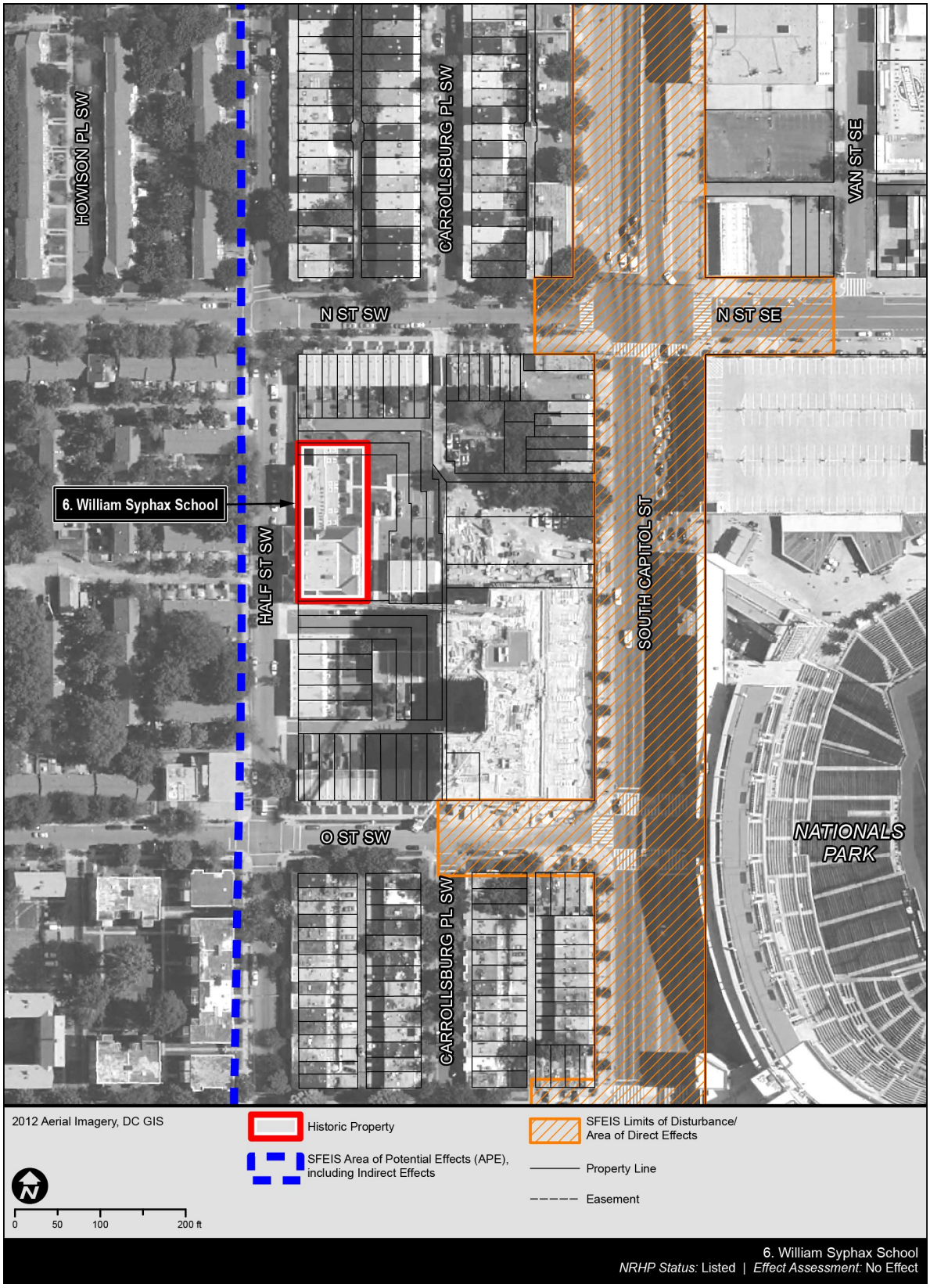


Figure 28. View east toward the vicinity of the South Capitol Street from the William Syphax School, at Half Street SW

Figure 29. View southeast toward the vicinity of South Capitol Street from the William Syphax School, at Half Street SW

7. National War College

Fort Leslie J. McNair, P Street, between 3rd and 4th Streets SW; bounded by D Street SW to the north, the Anacostia River to the east, the Anacostia River to the south, and the Potomac River's Washington Channel to the west

Historic Property Summary

Completed in 1907, the National War College (Army War College) is located on Fort Leslie J. McNair. After the 1898 Spanish-American War revealed flaws in the U.S. Military's organization, the nation's Secretary of War Elihu Root announced reorganization plans that included a war college to improve the Army's efficiency in 1899. Root, working with President Theodore Roosevelt, modeled the college on European prototypes.

The Washington Arsenal occupied the site selected for the National War College (Army War College) and the arsenal's buildings were razed between 1901 and 1903 for the proposed complex. The cornerstone for the Army War College's main building, Roosevelt Hall, was laid on February 21, 1903, and personnel first occupied the building on June 30, 1907. Designed by the prominent architectural firm McKim, Mead, and White, the Neoclassical-style building has brick walls and granite trim. Situated on the Potomac River's Washington Channel and the Anacostia River, the building's facade is oriented north toward a greensward.

Though Root and Roosevelt's plans for the Army War College complex were never fully executed, Roosevelt Hall housed the Army War College from 1907 until 1946. That year, the newly established National War College, which included all branches of the U.S. Military, the Department of State, and the CIA, occupied the building. The Army War College was then reestablished at Fort Leavenworth, Kansas. The National War College is listed in the NRHP and has also been designated a National Historic Landmark (NHL). The property is significant under Criterion A for its influence on the American military establishment in the twentieth century. Please note that although the NRHP documentation does not indicate that the building is eligible under Criterion C, the property would appear to be eligible as an excellent example of McKim, Mead & White's Neoclassical design work.

Assessment of Effects

The Project's LOD is not proximate to the Army War College; the historic property was included in the APE because of potential visual effects from the proposed replacement of the Frederick Douglass Memorial Bridge. No potential noise or vibration impacts to this property have been identified during Project studies.

No physical impacts to the Army War College would occur as a result of Project implementation. No Project activity would occur within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

South Capitol Street Project implementation would have no adverse effect to the Army War College's integrity of setting. Project activity visible from the Army War College will occur as

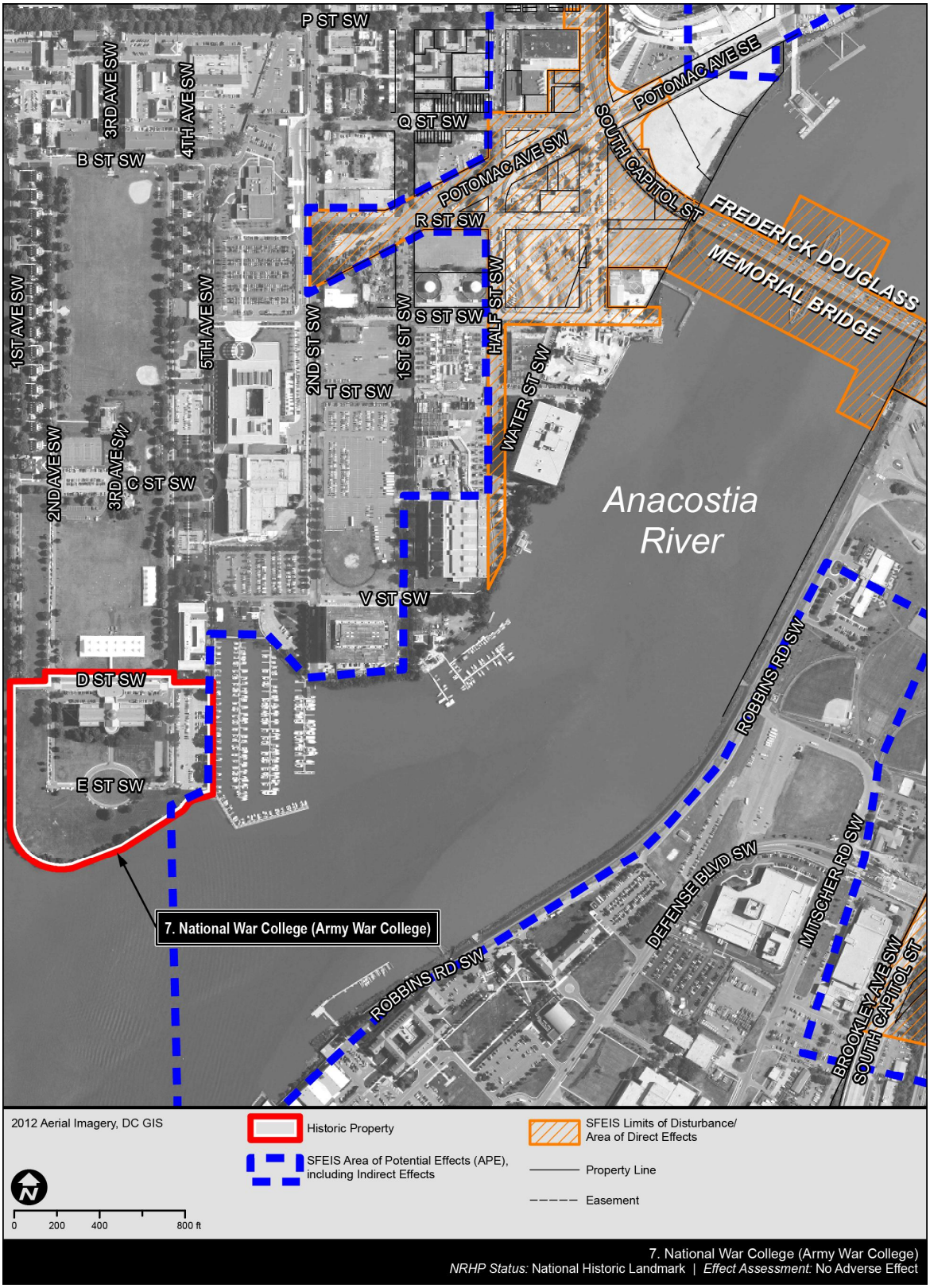
a result of the Frederick Douglass Memorial Bridge replacement, which is approximately 3,550 feet from the historic property boundary. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed. The bridge will be on a slightly different alignment than the current bridge. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the Army War College are not historic and are not character-defining features of the Army War College. While construction may be visible from select vantage points of the Army War College's shoreline, such infrastructure projects are typical in urban settings and will not affect the historic character of the property. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its immediate setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the Army War College.

Furthermore, no Project activity would alter the property's feeling as an early-twentieth-century Neoclassical-style military institution, or its association with American military history.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the National War College (Army War College).

Note that for security reasons, photography was not permitted in the historic property vicinity.

Figure 30. Project activity in the vicinity of the National War College (Army War College)



8. PEPCO Buzzard Point Power Plant/Pump Station

The PEPCO Buzzard Point Power Plant is located at 1930 1st Street SW; the PEPCO Buzzard Point Power Plant's Pump Station is located at 2000 Half Street SW.

Historic Property Summary

On July 19, 1932, the Potomac Electric Power Company (PEPCO) awarded the PEPCO Buzzard Point Power Plant's design and construction contract to Stone & Webster Engineering of Boston. Engineer Halsey B. Horner designed the building. The power plant exhibits modest late Art Deco-style motifs. Typical of many governmental and institutional buildings constructed during the 1930s and '40s in the United States, the power plant exhibits a simplified version of the Art Deco or Classical styles of architecture often referred to as Stripped Classicism.

PEPCO officially opened the power plant on November 17, 1933. Information regarding the associated pump station's construction was not readily available, but the pump station was likely constructed with the power plant. The pump station is located directly east of the PEPCO Buzzard Point Power Plant, situated on the Anacostia River's northwest bank, and originally served as the power plant's intake for cooling waters from the river. From the beginning, PEPCO intended for the power plant's footprint to be easily extended and modular, and the company later expanded the building twice, completing the first expansion in 1940 and the second in 1943. The electric power plant burned coal until 1964-65, when the Bechtel Corp. converted the power plant to oil fuel.

The PEPCO Buzzard Point Power Plant closed in 1983 and PEPCO donated the pump station to the Earth Conservation Corps. Today, the organization uses the building as the "Matthew Hensen Earth Conservation Center."

The PEPCO Buzzard Point Power Plant is eligible for listing in the NRHP under Criterion C for the power plant's representation of the Art Deco style as applied to a utilitarian building, for the property's modular design concept, and for the building's representation of the spread of the industrial concepts of design standardization. The associated pump station is a contributing resource to the Buzzard Point Power Plant.

Assessment of Effects

As shown in Figure 31, the Project's LOD is located within the PEPCO Buzzard Point Power Plant and Pump Station. Work in this area will consist only of utility work within the roadway and repaving. The proposed replacement bridge will occur 1700 feet to the east of the historic property. No potential noise or vibration impacts to this property have been identified during Project studies.

No physical impacts to the contributing PEPCO Buzzard Point Power Plant and Pump Station would occur as a result of Project implementation. Proposed Project activity would occur within the property's NRHP boundary, but would be limited to utility work beneath the existing roadway; the two buildings would not be directly affected. Therefore, no adverse

effects to the property's integrity of location, design, materials, and workmanship would occur.

South Capitol Street Project implementation would have no adverse effect to the PEPCO Buzzard Point Power Plant and Pump Station's integrity of setting. Project activity in the vicinity of the historic property will consist of minor utility and roadway improvements and will also occur as a result of the Frederick Douglass Memorial Bridge replacement, which is 1,700 feet to the east of the building. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed. The bridge will be on a slightly different alignment than the current bridge. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the PEPCO Buzzard Point Power Plant and Pump Station are not historic and are not character-defining features of the power plant, which is a utilitarian industrial building. While construction may be visible from select vantage points of the PEPCO Buzzard Point Power Plant and Pump Station's shoreline, such infrastructure projects are typical in urban settings and will not affect the historic character of the property. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its immediate setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the PEPCO Buzzard Point Power Plant and Pump Station.

Furthermore, no Project activity would alter the property's feeling as a 1930s power plant and pump station, or its association with innovative New Deal-era designs for public buildings.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the PEPCO Buzzard Point Power Plant/Pump Station.

Figure 31. Project activity in the vicinity of the PEPCO Buzzard Point Power Plant/Pump Station

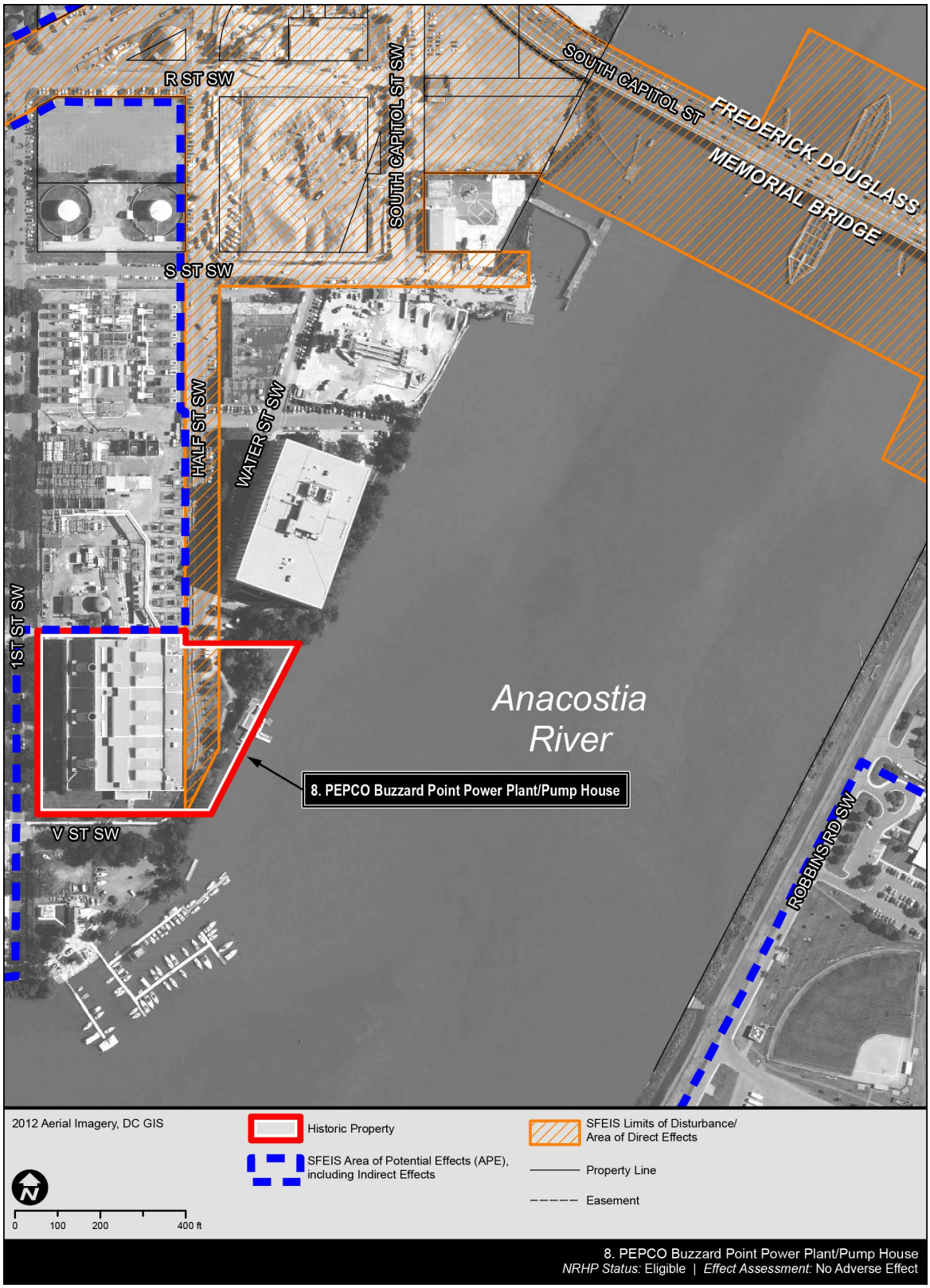


Figure 32. Half Street SW in PEPCO vicinity

9. WASA Poplar Point Pump Station

Located in a narrow strip of land in the middle of the Suitland Parkway's inbound and outbound lanes as it approaches the Frederick Douglass Memorial Bridge.

Historic Property Summary

Constructed circa 1915, the WASA Poplar Point Pump Station is a two-story Art Deco-style pump station situated on sewer lines along the route to the Blue Plains Wastewater Treatment Facility. Originally part of the District of Columbia's Water and Sewer Authority (WASA) system, the station is now managed by DC Water; however, the building was designated as a historic property using the name WASA Poplar Point Pump Station, which is the name used in Section 106 documentation for the Project. The building differs stylistically from its two nearby WASA predecessors, the Beaux-Arts Main Sewerage Pumping Station (1907) and the WASA Anacostia Shoreline Pump Station (ca. 1903-1907). The Art Deco pump station represents the attention given to the design of public works projects during the early 1900s City Beautiful Movement and was constructed as part of the city's integrated water and sewer system, first implemented during the early 1900s. The WASA Poplar Pump Station is eligible for listing in the NRHP under Criterion C as a public works pump station featuring Art Deco-style elements, influenced by the City Beautiful Movement, and as an early component of the city's integrated water and sewer system.

Assessment of Effects

The WASA Poplar Point Pump Station is located within the Project's LOD. The east traffic oval would be located directly to the north of the pump station and landscaping would occur in the surrounding areas; the replacement bridge will be visible from the building. No potential noise or vibration impacts to this property have been identified during Project studies.

No physical impacts to the WASA Poplar Point Pump Station would occur as a result of Project implementation. Although the property is within the Project's LOD, no Project activity would occur within the property's NRHP boundary, which is limited to the building footprint. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The setting is not a character-defining feature of the WASA Poplar Point Pump Station. The station will be proximate to temporary construction activity. The Project implementation would have no adverse effect to the historic property's integrity of setting, which is diminished by being encircled by various roadways and ramps; The presence of the new traffic oval will not adversely affect the station's setting.

The replacement bridge will also be visible from the pump station. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed. The bridge will be on a slightly different alignment than the current bridge. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the WASA Poplar Point Pump Station are not historic and are not character-defining features of the pump station, which is a utilitarian industrial

building. While construction may be visible from select vantage points of the WASA Poplar Point Pump Station's shoreline, such infrastructure projects are typical in urban settings and will not affect the character of the property. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its immediate setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the WASA Poplar Point Pump Station.

Furthermore, no Project activity would alter the property's feeling as a ca. 1915 pump station, or its association with City Beautiful design initiatives for public buildings.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the WASA Poplar Point Pump Station.

Figure 33. Project activity in the vicinity of the WASA Poplar Point Pump Station

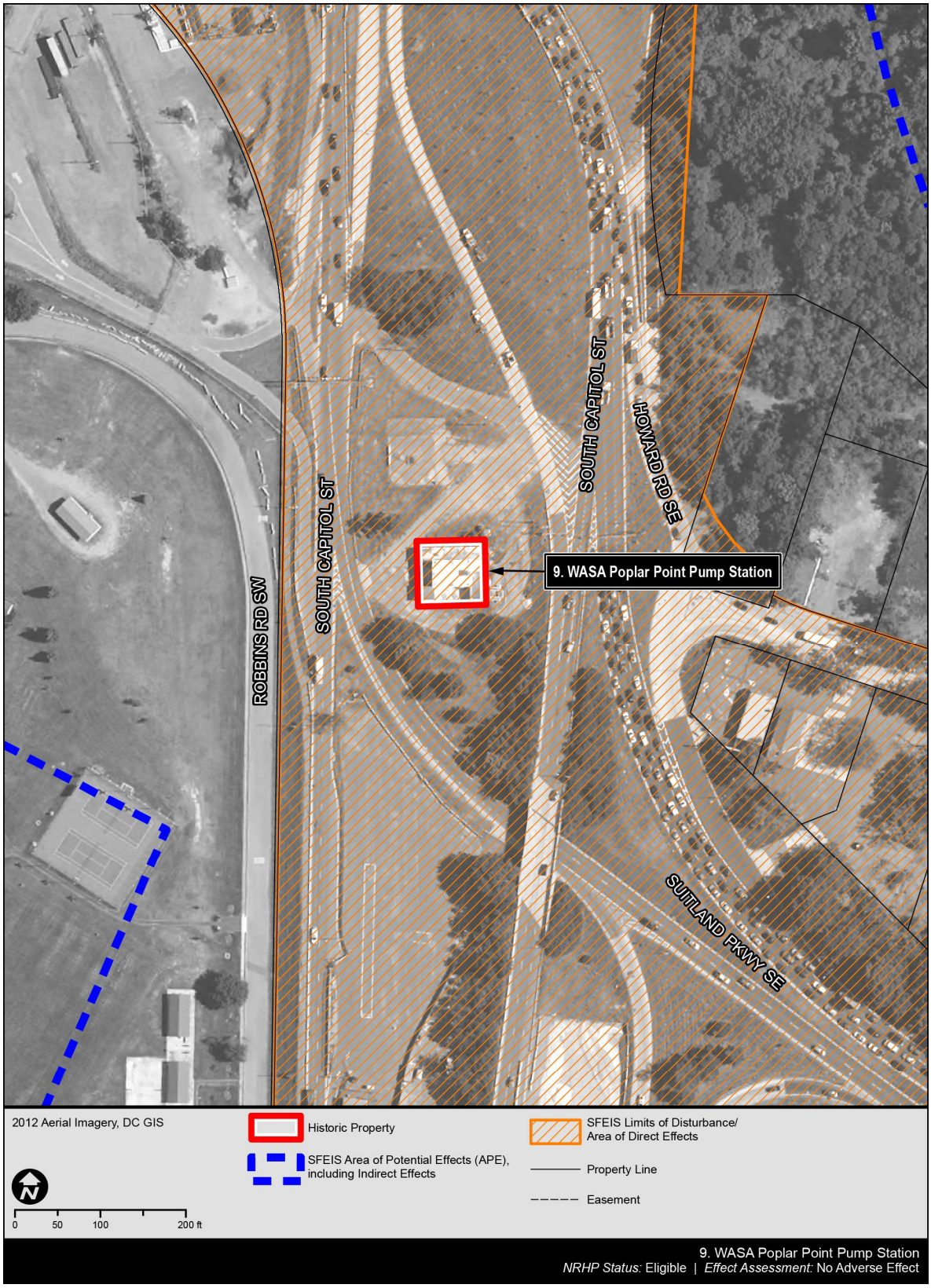


Figure 34. View north toward the Frederick Douglass Memorial Bridge and the South Capitol Street corridor from the WASA Poplar Point Pump Station

10. St. Elizabeths Hospital

2700 Martin Luther King Jr. Avenue SE

Historic Property Summary

Founded in 1852, St. Elizabeths Hospital is a historic district that was developed between the mid nineteenth and mid-twentieth century, comprised of 80 contributing buildings, 1 contributing structure, and 1 contributing site located on a 336-acre campus. Established through the efforts of social reformer Dorothea Dix and the city's first medical superintendent Dr. Charles H. Nichols, St. Elizabeths Hospital was the federal government's first psychiatric hospital for civilians and military personnel. The hospital opened in 1855 and was utilized as a hospital to treat the general sick and wounded combatants during the Civil War.

Constructed first on the grounds, the Main Center Building (1853-55) is a four-story Gothic Revival-style building and serves as an early example of the linear plan developed for hospital wards by Thomas Kirkbride. After the war, buildings were constructed to treat veterans and the hospital complex was expanded through the 1890s to include residential, treatment, agricultural, and utilitarian buildings. During a major turn-of-the-century expansion, a collection of Italianate buildings were constructed on the hospital's grounds and subsequent expansion continued through the 1950s.

St. Elizabeths Hospital is listed in the NRHP and has also been designated as a National Historic Landmark (NHL). St. Elizabeths Hospital is listed under Criterion A for its association with the mid-twentieth-century reform movement and as one of the nation's most significant psychiatric institutions, which served as a pioneer for humane treatment for the mentally ill; under Criterion B for the hospital's association with social and health reform advocate Dorothea Dix and the city's first medical superintendent Dr. Charles H. Nichols; under Criterion C for establishing the predominant architectural plan for psychiatric hospitals utilized elsewhere through the nineteenth century, for the campus's collection of Gothic Revival, Italianate, and other period revival buildings, and for the hospital's carefully landscaped grounds, which include rare plant species.

Assessment of Effects

All project activity will occur outside of the St. Elizabeths historic property boundary. The Frederick Douglass Memorial Bridge, which is not eligible for the NRHP, is visible from St. Elizabeths west campus. No potential noise or vibration impacts to this property have been identified during Project studies.

No physical impacts to the contributing features of St. Elizabeths Hospital would occur as a result of Project implementation. All project work will occur outside of the historic property boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The Project implementation would have no adverse effect to the St. Elizabeths Hospital integrity of setting, which is adjacent to several roadways in the area adjacent to the LOD.

The area where Project work will occur is within right-of-way and is surrounded by roads, metal fencing, and screened by overgrown vegetation. From St. Elizabeths west campus, views to the United States Capitol are significant, but views to the Frederick Douglass Memorial Bridge are not historic or significant; other new construction is also present within the viewshed. The proposed new bridge or other project work will not alter the view to the United States Capitol. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of St. Elizabeths Hospital.

Furthermore, no Project activity would alter the property's feeling as a nineteenth and twentieth century hospital complex, or its association with innovative design and treatment initiatives for patient care.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to St. Elizabeths Hospital.

Figure 35. Project activity in the vicinity of St. Elizabeths Hospital

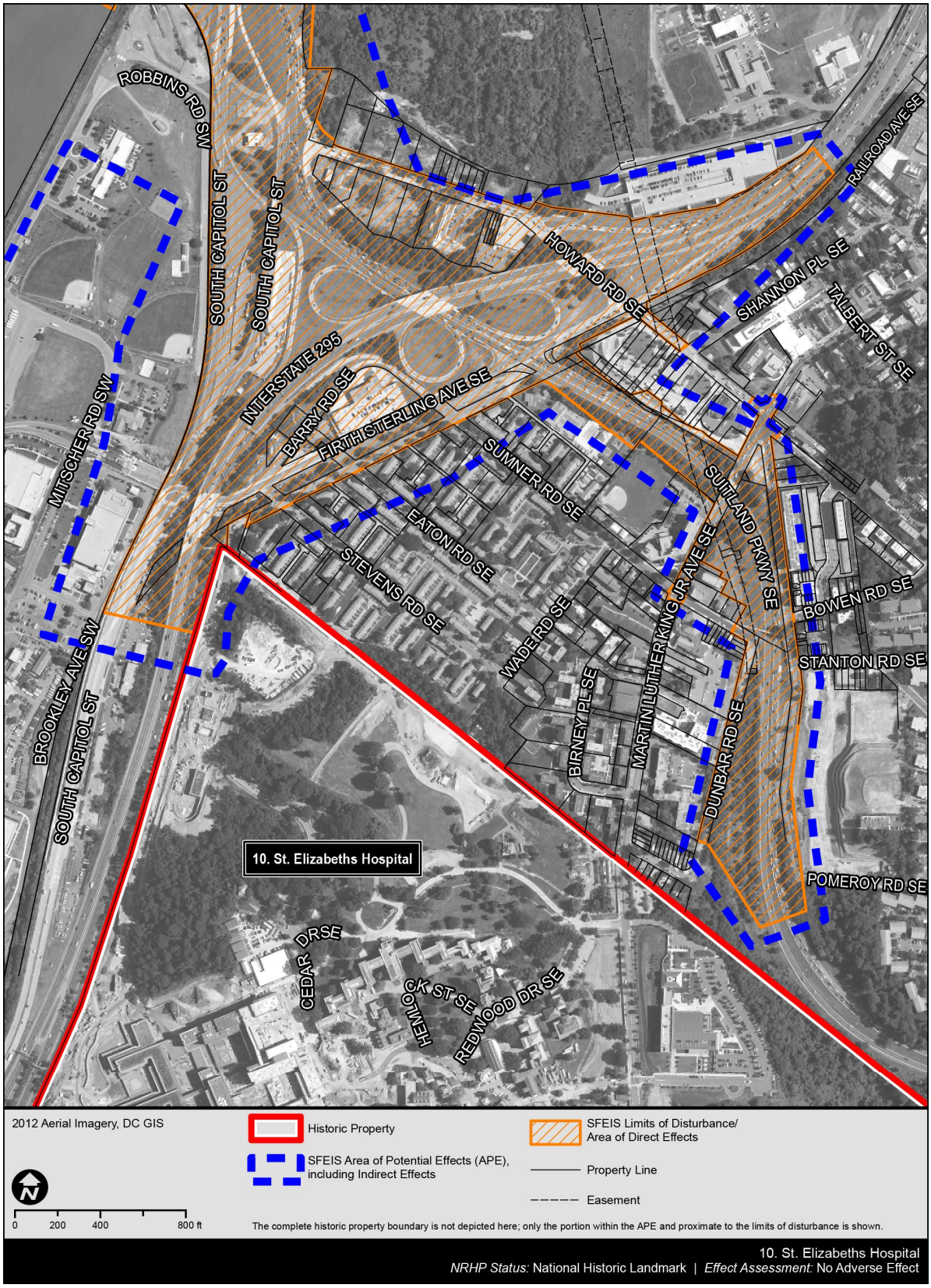


Figure 36. View north toward the vicinity of the Frederick Douglass Memorial Bridge from St. Elizabeths Hosptial

Figure 37. View north toward the vicinity of the Frederick Douglass Memorial Bridge and Suitland Parkway from north of St. Elizabeths Hospital, at Stevens Road SE and Firth Sterling Avenue SE

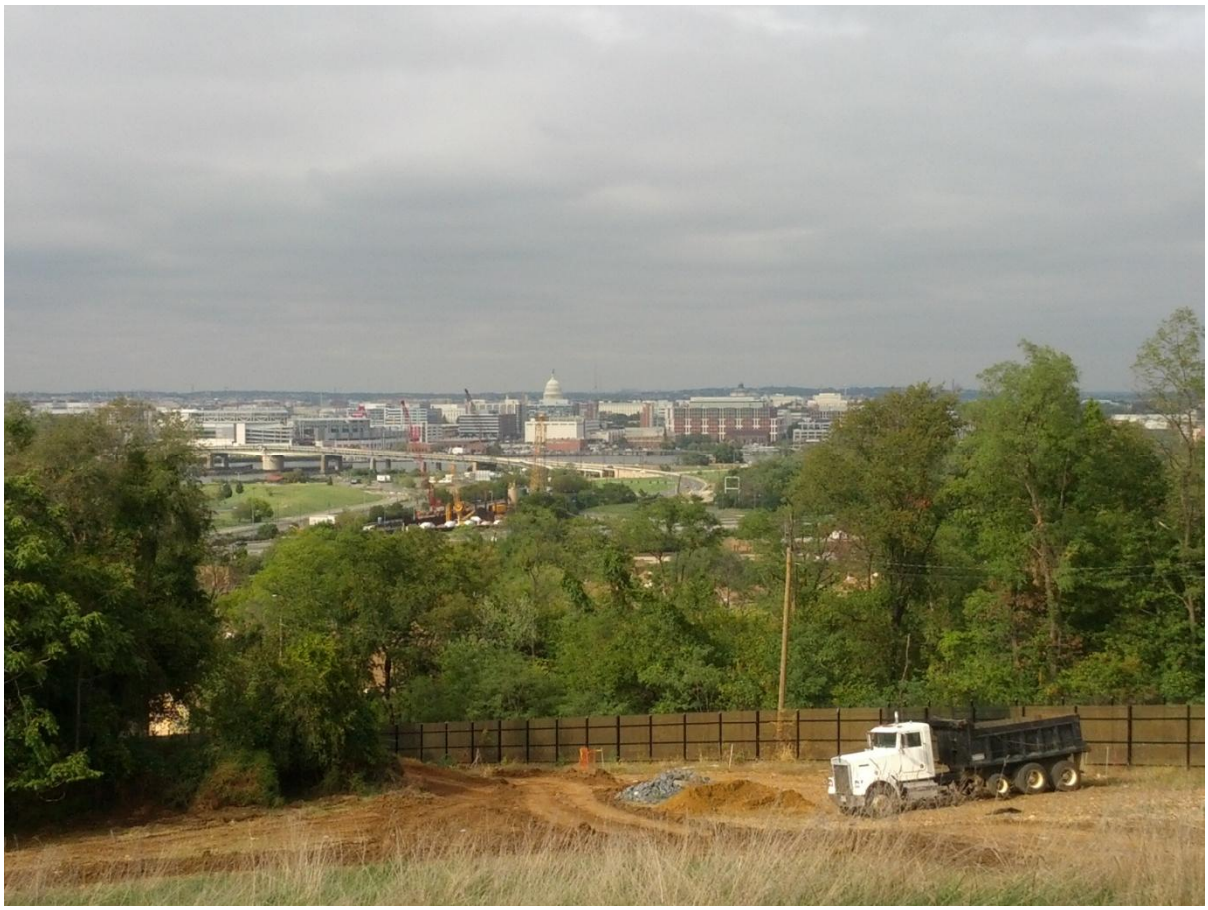


Figure 38. View to the United States Capitol from St. Elizabeths west campus. Undated photo courtesy of NCPC.

11. Suitland Parkway

Extends eastward from the east end of the Frederick Douglass Memorial Bridge to the northern entrance to Andrews Air Force Base in Maryland

Historic Property Summary

The Suitland Parkway is a historic district comprised of 9.18 miles of roadway, connecting Andrews Air Force Base with Washington, DC, through a park corridor of 418.9 acres. The historic district comprises 136.2 acres. The Suitland Parkway was constructed between 1943 and 1944. The historic district includes 85 contributing structures—bridges, culverts, and drop inlets—and 2 noncontributing structures located throughout the entire corridor.

Extending from the Anacostia River to the Marlboro Pike in Maryland, 2.8 miles of the parkway are within the District of Columbia and 6.38 miles are within the State of Maryland. DDOT administers the portion within the District of Columbia, while the NPS administers the portion within Maryland. The parkway generally follows an east/southeast alignment and is part of the network of entrances to Washington, DC.

The Suitland Parkway came into existence during World War II as a means for improving transportation for employees in the defense industry. The Suitland Parkway is listed in the NRHP as part of the "Parkways of the National Capital Region Multiple Property Submission (1913-1965)" under Criterion A for its association with the national parkway system and as a major entryway to Washington, DC, that is sympathetic to the L'Enfant Plan; the Suitland Parkway is also listed under Criterion C as a utilitarian roadway intended to move traffic expeditiously, but with design elements intended to convey a scenic driving experience, characteristic of earlier parkways.

Assessment of Effects

The Suitland Parkway is located within the Project's LOD. The Project will improve access to Martin Luther King Jr. Avenue SE and improve safety on Suitland Parkway. At Martin Luther King, Jr. Avenue SE, the existing overpass would be converted into a modified diamond interchange. Non-historic I-295 bridges over Suitland Parkway, Firth Sterling Avenue, and Howard Road SE will be reconstructed as a single roadway with shared use paths on each side (see Figure 4).

New pavement and crosswalks would be introduced to the area. Proposed tree plantings in the vicinity of Suitland Parkway are compatible with the existing streetscape character in the area and would provide additional shade trees within the historic property boundary.

No potential noise or vibration impacts to this property have been identified during Project studies.

Drainage plans for the Project are being completed and at this time, it appears that all contributing small structures and features can be avoided and preserved in place. While the 1993 NRHP nomination for the Suitland Parkway indicates that there are 85 contributing features within the historic property boundary, only nine large bridges are specifically

identified as contributing features. The locations of small structures such as culverts, ditches, stone curbs, and drop inlets are not identified and many would be outside of the revised APE. Furthermore, many of these contributing features may have been altered since the 1993 documentation was completed.

Because only 39.5 acres of the 136.2-acre Suitland Parkway historic property boundary are within the revised APE, a review of small structures and drainage features indicates that those within the project area all appear to be of recent construction, or they have been altered so that they do not retain historic materials. In an abundance of caution, Project plans will avoid small structures and inlets that are not recently constructed.

Finally, Martin Luther King, Jr. Bridge, a contributing feature over the Suitland Parkway, will be preserved. However, mechanically stabilized earth (MSE) retaining walls are proposed to be built next to the bridge's abutments to support the new interchange ramps. These walls will not touch the historic bridge and will be designed in a context-sensitive manner to be compatible with the bridge. A small 6"x6" cast-in-place key would be attached to the bridge abutments to provide additional load support; the MSE panel will sit behind this. This key will not be readily visible to the traveling public. At this time, the Project's *Visual Quality Manual* stipulates that the retaining walls be clad in a natural stone façade to match the bridge's cladding.

With the exception of the small 6"x6" key that will be attached to the Martin Luther King, Jr. Bridge, no physical impacts to the contributing features of the Suitland Parkway would occur as a result of Project implementation. Although the parkway would be altered, no Project activity would impact contributing built or landscape features within the historic property boundary. Small structures and drainage features will be avoided and preserved in place.

As a transportation resource that remains in use, the changes to the roadway are minor; these changes are necessary to avoid the demolition of the historic bridge that carries Martin Luther King Jr. Boulevard over the Suitland Parkway, which was previously proposed in the alternative presented in the FEIS. Therefore, no adverse effects to the Suitland Parkway's integrity of location, design, materials, and workmanship would occur.

South Capitol Street Project implementation would have no adverse effect to the Suitland Parkway's integrity of setting. Project implementation, including the potential construction the pedestrian and bicycle path, would have no adverse effect to the property's visual setting or the character-defining features of its immediate setting. The area where Project work may occur would continue to be used as a roadway. No historically significant views would be obscured and no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the Suitland Parkway.

Furthermore, no Project activity would alter the property's feeling as a 1940s parkway, or its association with World War II-era transportation.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the Suitland Parkway.

Figure 39. Project activity in the vicinity of the Suitland Parkway

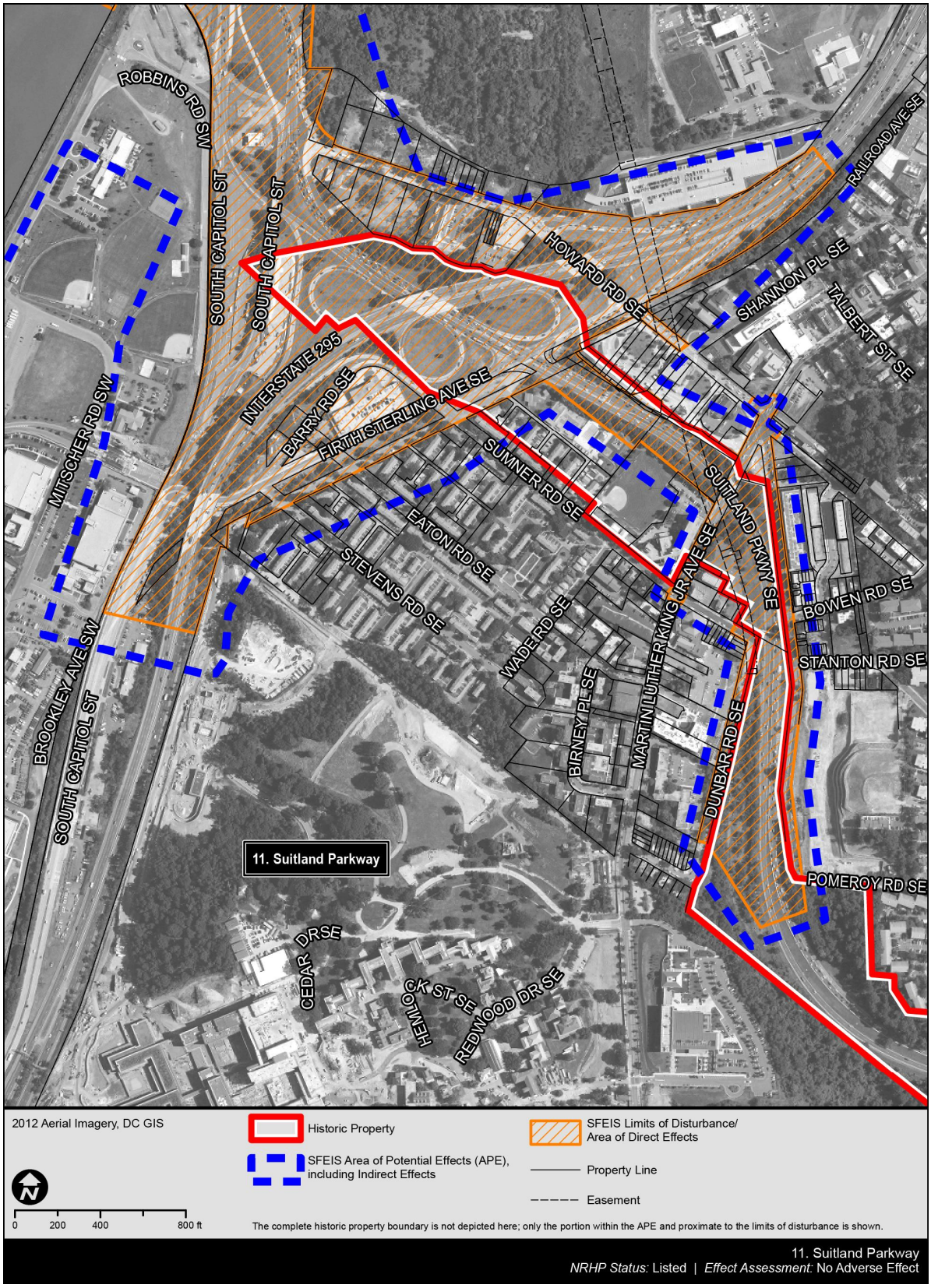


Figure 40. View north to the South Capitol Street corridor and the vicinity of the Frederick Douglass Memorial Bridge and the Suitland Parkway, from the intersection of South Capitol Street SE and Firth Sterling Avenue SE

12. Recommended Anacostia Historic District Boundary Expansion

Roughly bounded by Shannon Place SE, Chicago Street SE, Martin Luther King, Jr. Avenue SE, Howard Road, CSX Railroad tracks

Historic Property Summary

The recommended Anacostia Historic District boundary expansion includes 99 properties, constructed as early as 1901.The majority of the buildings date to the 1910s and 1920s. The boundary expansion area is located immediately adjacent to the southwest section of the Anacostia Historic District, listed in the NRHP in 1978. Although the boundary expansion has not yet been approved by the NRHP and listed, it has been determined eligible by the DC SHPO. The recommended boundary expansion primarily includes residential buildings, but also contains educational, religious, and commercial buildings. Residents living in the boundary expansion were typically working-class African American and Caucasian residents and the boundary expansion includes an African American school and several African American churches. Typically restrained interpretations of the Classical Revival and Colonial Revival styles, buildings located within the recommended boundary expansion represent the same period and patterns of development as those located within the Anacostia Historic District.

The recommended Anacostia Historic District boundary expansion is eligible for listing in the NRHP under Criterion A for its association with early-twentieth-century community planning and development and for the area's connection to the African American community. The recommended Anacostia Historic District Boundary Expansion is also eligible under Criterion C as an example of a working-class neighborhood containing homes, churches, schools, and commercial buildings executed in restrained interpretations of the Classical Revival and Colonial Revival styles.

Assessment of Effects

A small portion of the LOD extends into the historic property boundary of the recommended Anacostia Historic District boundary expansion on Martin Luther King Avenue SE at Howard Road. Utility work and subsequent paving within right-of-way is proposed for this area. No contributing features will be impacted.

Project-related work on the Suitland Parkway will occur to the north of the Anacostia Historic District boundary expansion, outside of the boundary. A row of trees screens much of the historic district from potential work to the northwest of the district boundary, although some views of construction will be possible during certain times of the year.

No potential vibration impacts to this property have been identified during Project studies.

Studies indicate a potential for a minor average increase in noise levels by the year 2040 as a result of implementing the Revised Preferred Alternative. These increases would not impact the continued use of the historic property for its intended or original purpose. Short-term construction activities may introduce temporary noise in the property's vicinity. Construction-related noise would be minimized by implementing basic best practices such

as working only at certain times of day or using equipment that would be selected specifically to reduce noise impacts. Noise mitigation measures are included in the Project's SDEIS Environmental Commitments and will be required to be implemented by contractors. Therefore, according to the information in the studies, noise levels would have no adverse effect to the historic property.

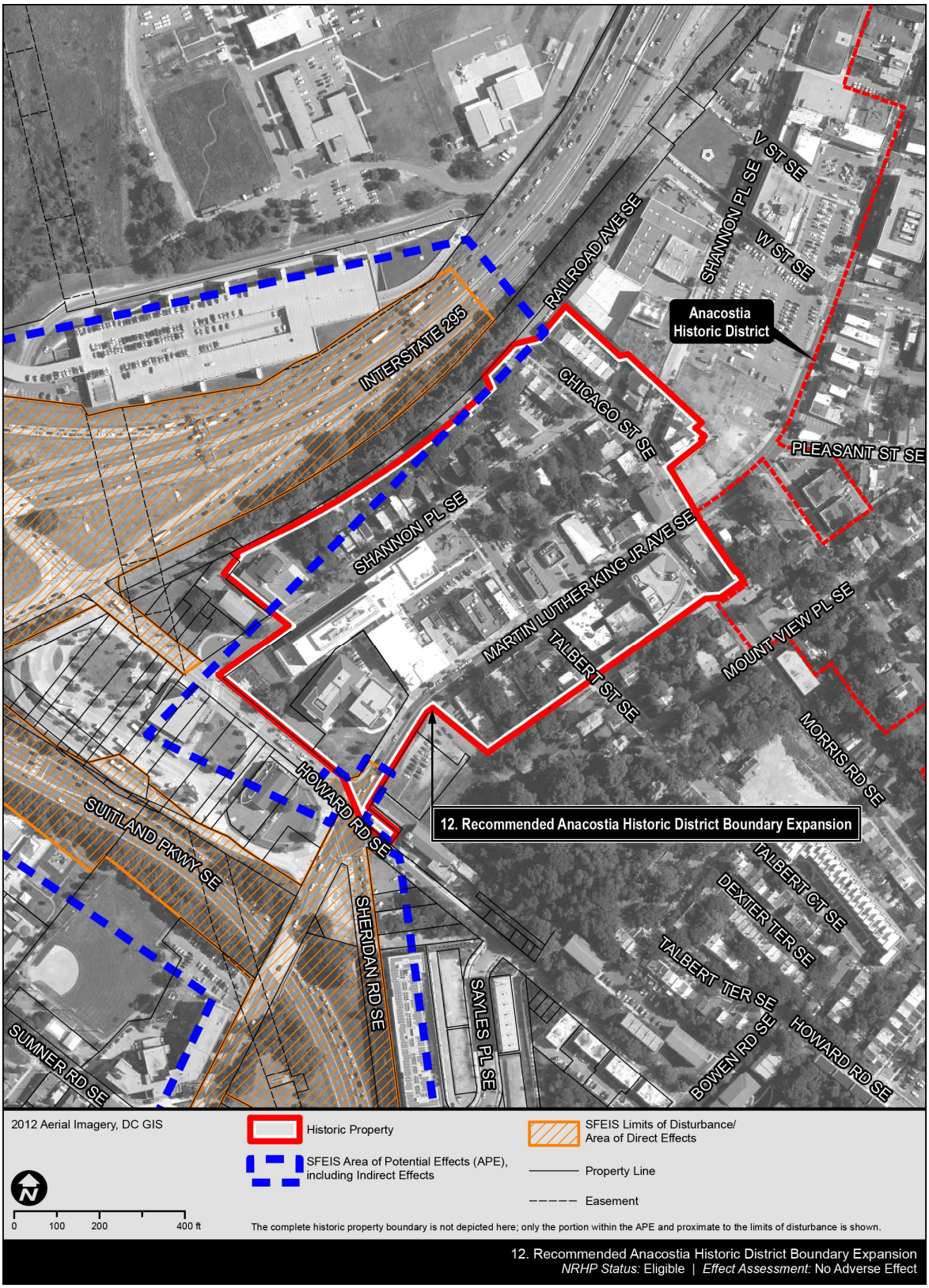
No physical impacts to the contributing features of the recommended Anacostia Historic District boundary expansion would occur as a result of Project implementation. Although the adjacent Suitland Parkway would be altered, no Project activity would impact contributing built or landscape features within the recommended Anacostia Historic District boundary expansion historic property boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

South Capitol Street Project implementation would have no adverse effect to the recommended Anacostia Historic District boundary expansion's integrity of setting. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its immediate setting. The area where Project work may occur would continue to be used as a roadway and no historically significant views would be obscured and no visual effects have been identified; however, construction work to the northwest of the district would be visible for portions of the year when vegetation would not screen the area. The construction work on the roadway would not constitute an adverse effect to the setting. Therefore, Project activity would have no adverse effect to the integrity of the setting of the recommended Anacostia Historic District boundary expansion.

Furthermore, no Project activity would alter the property's feeling as a residential historic district, or its association with community planning and African American neighborhoods in the District of Columbia.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the Recommended Anacostia Historic District Boundary Expansion as part of the Anacostia Historic District.

Figure 41. Project activity in the vicinity of the Recommended Anacostia Historic District Boundary Expansion



13. Anacostia Park

1900 S Street SE

Historic Property Summary

The Anacostia Park is a 1,200 acre site administered by the National Park Service (NPS). As one of the largest parks in the District of Columbia, the property extends from the junction of the Anacostia and Potomac Rivers to the District of Columbia's border with Maryland. During the early twentieth century, much of Anacostia Park was created from dredging and mud flats as a component of the 1902 McMillan Plan. In 1932, Bonus Army veterans, who demanded cash payment for their military service, began rallying in the park and established a shanty town, which they named Camp Marks, while petitioning the government for unpaid bonuses promised for service during World War I. Langston Golf Course, constructed by the government for African Americans during the 1930s, is also located within the Anacostia Park. This was an attempt to prevent the desegregation of public facilities in the region.

The Anacostia Park is eligible for listing in the NRHP under Criterion A for its association with the creation of parklands during the first decade of the twentieth century as part of the McMillan Plan for the City of Washington, DC, and for its role in desegregation efforts in Washington, DC. It is also eligible under Criterion C for its association with the Army Corps of Engineers' successful efforts to create the parklands from mudflats.

Assessment of Effects

A portion of the western area of Anacostia Park is located within the Project's LOD and the APE also extends to encompass viewsheds of the replacement bridge. The east traffic oval would have connections with Anacostia Drive in Anacostia Park; existing roads would be tied into the oval (see Figure 4). Landscape improvements would also occur within the park; planting plans will be developed in consultation with NPS staff. No potential noise or vibration impacts to this property have been identified during Project studies.

No physical impacts to the contributing features of Anacostia Park would occur as a result of Project implementation. These identified contributing features include the seawalls; Anacostia Field House; WASA Anacostia Shoreline Pump Station (referred to as the Engineer's Building in some documentation); Kenilworth Aquatic Gardens; and Langston Golf Course. Although the existing roads would be connected to the traffic oval, which would be outside of the park's historic property boundary, no Project activity would impact contributing built or landscape features within Anacostia Park's historic property boundary. Therefore, no adverse effects to the property's integrity of location, design, materials, and workmanship would occur.

South Capitol Street Project implementation would have no adverse effect to Anacostia Park's integrity of setting or the character-defining features of its immediate setting. The area where Project work would occur would continue to be used as a roadway and no historically significant views would be obscured and no visual effects have been identified.

The proposed Project work will not introduce new elements in proximity to contributing features, although Anacostia Drive near the WASA Anacostia Shoreline Pump Station will be widened to allow access and egress to the park when the current ramps to the bridge are removed and the east oval is installed. The road will include shared use paths and new tree plantings on each side. No new features will be introduced in the vicinity of the station. Project activity visible from Anacostia Park will occur as a result of the Frederick Douglass Memorial Bridge replacement; the current bridge is adjacent to the park's historic property boundary and the replacement bridge will occur to the southwest. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed.

The bridge will be on a slightly different alignment than the current bridge. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from Anacostia Park are not historic and are not character-defining features of the park. While construction may be visible from select vantage points of Anacostia Park's shoreline, such infrastructure projects are typical in urban settings and will not affect the historic character of the property. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its immediate setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of Anacostia Park.

Furthermore, no Project activity would alter the property's feeling as an early-twentieth-century park or its association with both the Army Corps of Engineers and the McMillan Plan.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the Anacostia Park.

Figure 42. Project activity in the vicinity of the Anacostia Park

Figure 43. View northwest across the Anacostia River toward the vicinity of the Frederick Douglass Memorial Bridge and the South Capitol Street Corridor from within the Anacostia Park, at Anacostia Drive

14. WASA Anacostia Shoreline Pump Station

Located on the Anacostia River's south bank at a bend in the river known as Poplar Point

Historic Property Summary

The WASA Anacostia Shoreline Pump Station is located within Anacostia Park and is associated with the Beaux-Arts Main Sewerage Pump Station, located across the Anacostia River on its north bank. The WASA Anacostia Shoreline Pump Station is the closest landfall for pipes, crossing beneath the river, from the Main Sewerage Pump Station. Dating to ca. 1903-1907, the shoreline pump station was likely constructed with the Main Sewerage Pump Station (1907) and features similar characteristics and materials. The WASA Anacostia Shoreline Pump Station is a small open-air pavilion that provides shelters for control wheels and pump valves. The pump station's design reflects early-twentieth-century City Beautiful Movement ideals and was constructed as part of the city's early-twentieth-century implementation of an integrated water and sewer system. The WASA Anacostia Shoreline Pump Station is eligible for listing in the NRHP under Criterion C as an excellent example of a public works building influenced by the City Beautiful Movement and for the property's engineering importance as an early component of the city's integrated water and sewer system.

Assessment of Effects

The WASA Anacostia Shoreline Pump Station is located outside of the Project's LOD; nearby Project work and viewsheds of the replacement bridge were considered in the effects assessment. The east traffic oval would have connections with Anacostia Drive in Anacostia Park near the pump station; existing roads would be tied into the oval. No potential noise or vibration impacts to this property have been identified during Project studies.

No physical impacts to the WASA Anacostia Shoreline Pump Station would occur as a result of Project implementation. Although existing nearby roads would be connected to the traffic oval, which would be outside of the pump station's historic district boundary, no Project activity would occur within the historic property boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

South Capitol Street Project implementation would have no adverse effect to the WASA Anacostia Shoreline Pump Station's integrity of setting or the character-defining features of its immediate setting. The proposed Project work will not introduce new elements in proximity to the WASA Anacostia Shoreline Pump Station, although an existing road near the station will be repaved when the current ramps to the bridge are removed and the east oval is installed. No new features will be introduced in the vicinity of the station. The area where Project work would occur would continue to be used as a roadway and no historically significant views would be obscured and no visual effects have been identified. Project activity visible from the pump station will occur as a result of the Frederick Douglass Memorial Bridge replacement; the current bridge is visible from the pump station and the replacement bridge will occur to the southwest. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed. The bridge

will be on a slightly different alignment than the current bridge. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the pump station are not historic and are not character-defining features of the station. While construction may be visible from the pump station, such infrastructure projects are typical in urban settings and will not affect the historic character of the property, which is a utilitarian building. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its immediate setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the WASA Anacostia Shoreline Pump Station.

Furthermore, no Project activity would alter the property's feeling as an early-twentieth-century pump station or its association with the District of Columbia's infrastructure.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the WASA Anacostia Shoreline Pump Station.

Figure 44. Project activity in the vicinity of the WASA Anacostia Shoreline Pump Station

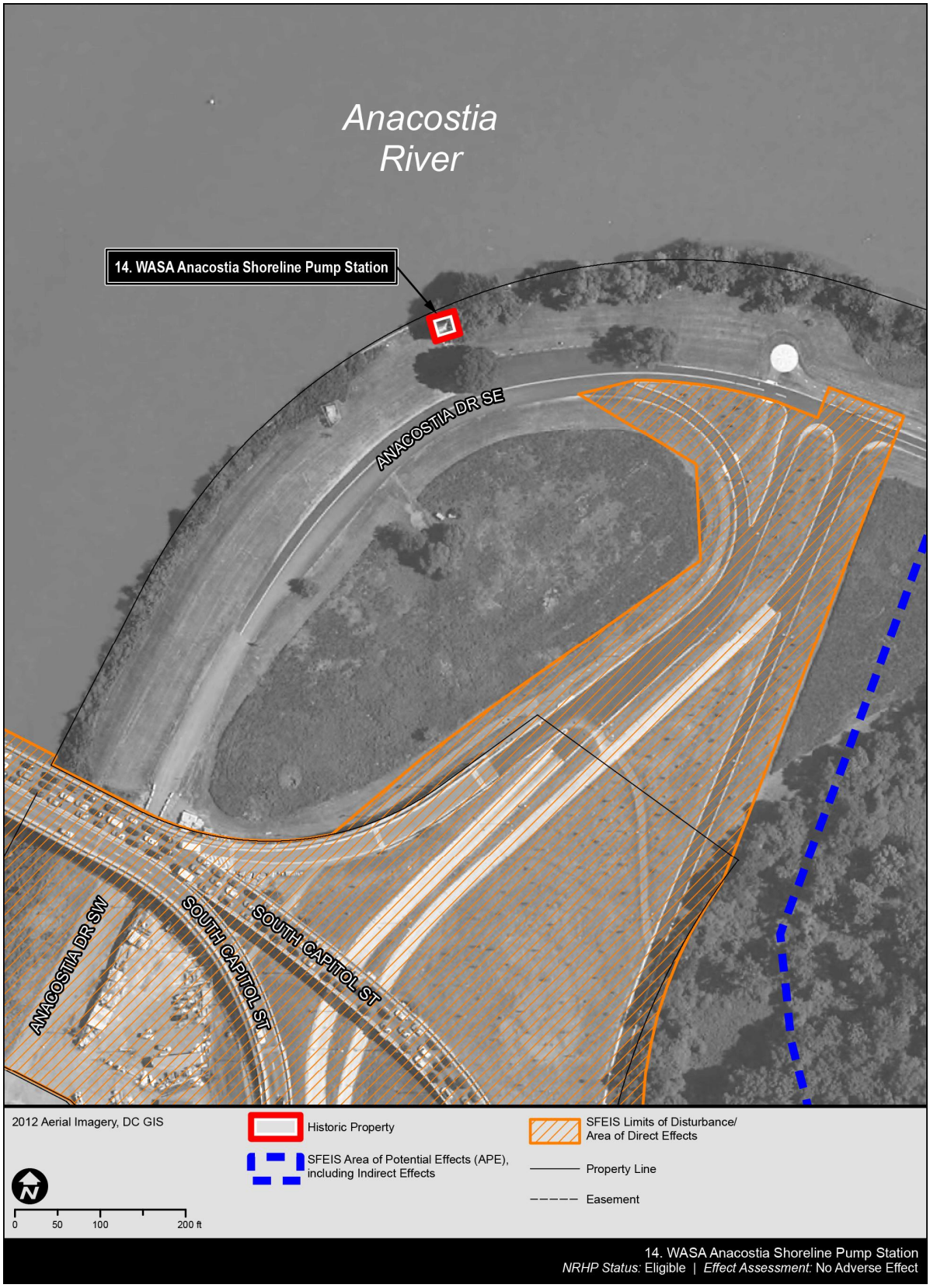


Figure 45. View southwest toward the Frederick Douglass Memorial Bridge from the WASA Anacostia Shoreline Pump Station

Figure 46. View southwest toward the Frederick Douglass Memorial Bridge from the WASA Anacostia Shoreline Pump Station, at Anacostia Drive

15. Old National Capitol Pumphouse

On piers adjacent the Anacostia River's west bank, south of the intersection of Potomac Avenue SE and 1st Street SE

Historic Property Summary

The Old National Capitol Pumphouse was constructed ca. 1915 and previously served as a pump house for the U.S. Capitol Water Supply. The brick single-story pump house features Mediterranean influences and sits on piers over the Anacostia River. The Old National Capitol Pump House was taken out of service at an unknown date and is now utilized by the Earth Conservation Corps as an office space. The building's interior has been substantially altered as a result of this. The Old National Capitol Pumphouse is eligible for listing in the NRHP under Criterion A for its association with the operations of the U.S. Capitol during the early twentieth century.

Assessment of Effects

The Old National Capitol Pumphouse is located outside of the Project's LOD; nearby Project work and viewsheds of the replacement bridge were considered in the effects assessment. No potential noise or vibration impacts to this property have been identified during Project studies.

No physical impacts to the Old National Capitol Pumphouse would occur as a result of Project implementation. No Project activity would occur within the historic property boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

South Capitol Street Project implementation would have no adverse effect to the Old National Capitol Pumphouse's integrity of setting or the character-defining features of its immediate setting. No historically significant views would be obscured and no visual effects have been identified. Project activity visible from the pumphouse will occur as a result of the Frederick Douglass Memorial Bridge replacement; the current bridge is visible from the pumphouse and the replacement bridge will occur to the southwest. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed. The bridge will be on a slightly different alignment than the current bridge. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the pumphouse are not historic and are not character-defining features of the pumphouse. While construction may be visible from the pumphouse, such infrastructure projects are typical in urban settings and will not affect the historic character of the property, which is a utilitarian building. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its immediate setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the Old National Capitol Pumphouse.

Furthermore, no Project activity would alter the property's feeling as an early-twentieth-century pump station or its association with the District of Columbia's infrastructure.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the Old National Capitol Pumphouse.

Figure 47. Project activity in the vicinity of the Old National Capitol Pumphouse

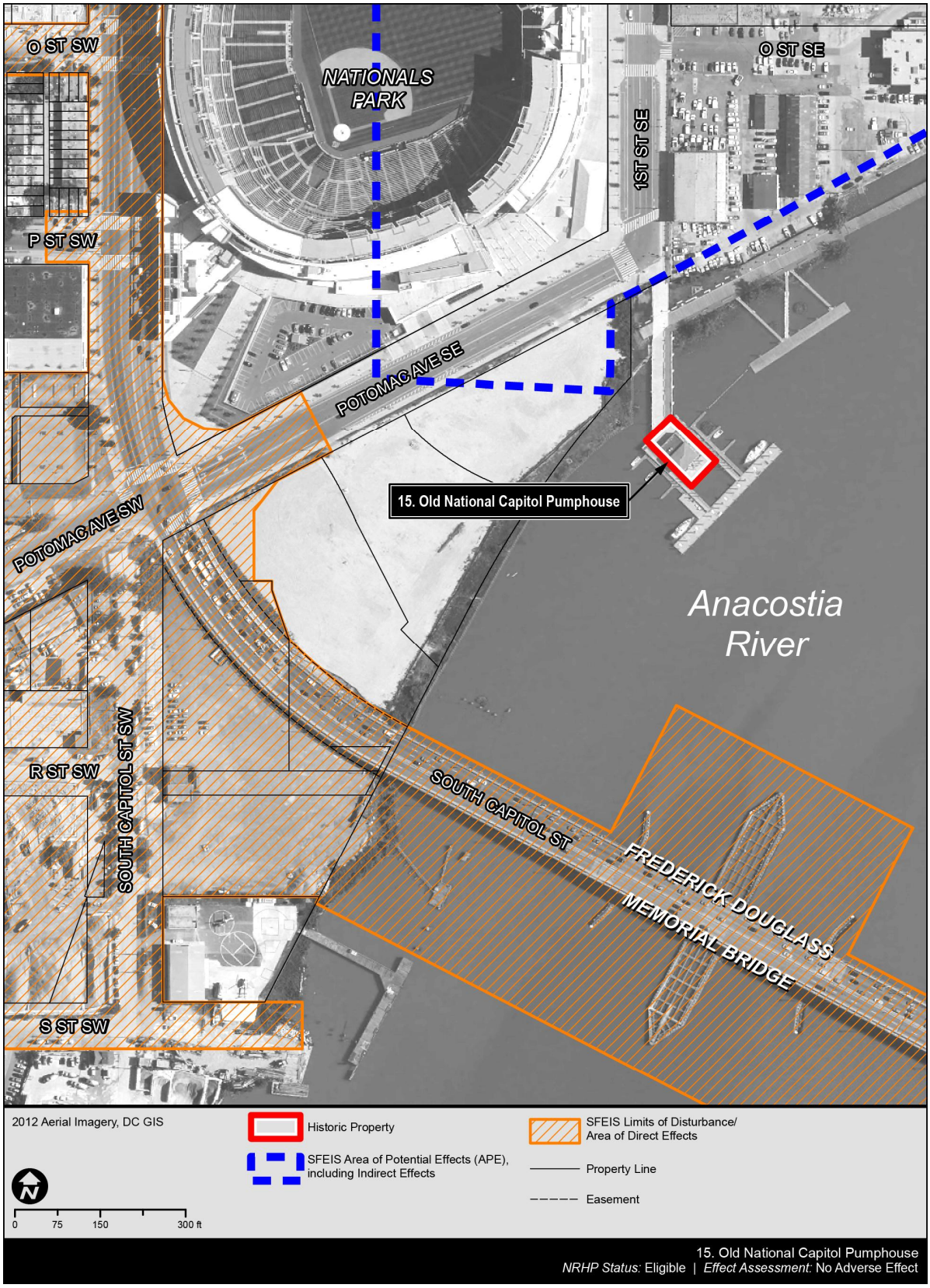


Figure 48. View south toward the Old National Capitol Pumphouse and the Frederick Douglass Memorial Bridge from the intersection of Potomac Ave SE and 1st Street SE.

Figure 49. View south toward the Frederick Douglass Memorial Bridge from 1st Street SE, north of the Old National Capitol Pumphouse.

16. Main Sewerage Pumping Station, District of Columbia

125 O Street SE

Historic Property Summary

The Main Sewerage Pump Station is located immediately east of 2nd Street SE and extends between N Street SE and the Anacostia River's north bank. Clement August Didden, of the architectural firm Didden, Didden, & Vogt, designed the Main Sewerage Pumping Station. The building was completed in 1907. Didden designed the two-and-one-half story red brick pumping station in the Beaux-Arts style, reflecting late Renaissance Revival-style features. Though the pumping station was begun in 1903, the building's inception dates to 1889, when the President of the United States appointed a board of sanitary engineers to devise a plan for sewage disposal in Washington, DC. As the board implemented the sewage system, the Main Sewerage Pumping Station's design and development corresponded with the rise of the City Beautiful Movement, an effort to beautify cities through improved municipal services and civic projects. The Main Sewerage Pumping Station is listed in the NRHP under Criterion A as an excellent example of a high-style public works project that is a direct manifestation of the City Beautiful Movement and under Criterion C as an excellent example of Beaux-Arts architecture.

Assessment of Effects

The Main Sewerage Pump Station is located outside of the Project's LOD; nearby Project work and viewsheds of the replacement bridge were considered in the effects assessment. No potential noise or vibration impacts to this property have been identified during Project studies.

No physical impacts to the Main Sewerage Pump Station would occur as a result of Project implementation. No Project activity would occur within the historic property boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The Project implementation would have no adverse effect to the Main Sewerage Pump Station's integrity of setting or the character-defining features of its immediate setting. No historically significant views would be obscured and no visual effects have been identified. Project activity visible from the pump station will occur as a result of the Frederick Douglass Memorial Bridge replacement; the current bridge is visible from select vantage points outside of the pump station and the replacement bridge will occur to the southwest. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed. The bridge will be on a slightly different alignment than the current bridge. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the pump station are not historic and are not character-defining features of the pump station. While construction may be visible from select vantage points, such infrastructure projects are typical in urban settings and will not affect the historic character of the property, which is a utilitarian building. Project implementation would have no adverse effect to the property's visual setting or the

character-defining features of its immediate setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the Main Sewerage Pump Station.

Furthermore, no Project activity would alter the property's feeling as an early-twentieth-century Beaux Arts pump station or its association with the District of Columbia's infrastructure.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the Main Sewerage Pumping Station, District of Columbia.

Figure 50. Project activity in the vicinity of the Main Sewerage Pumping Station, District of Columbia

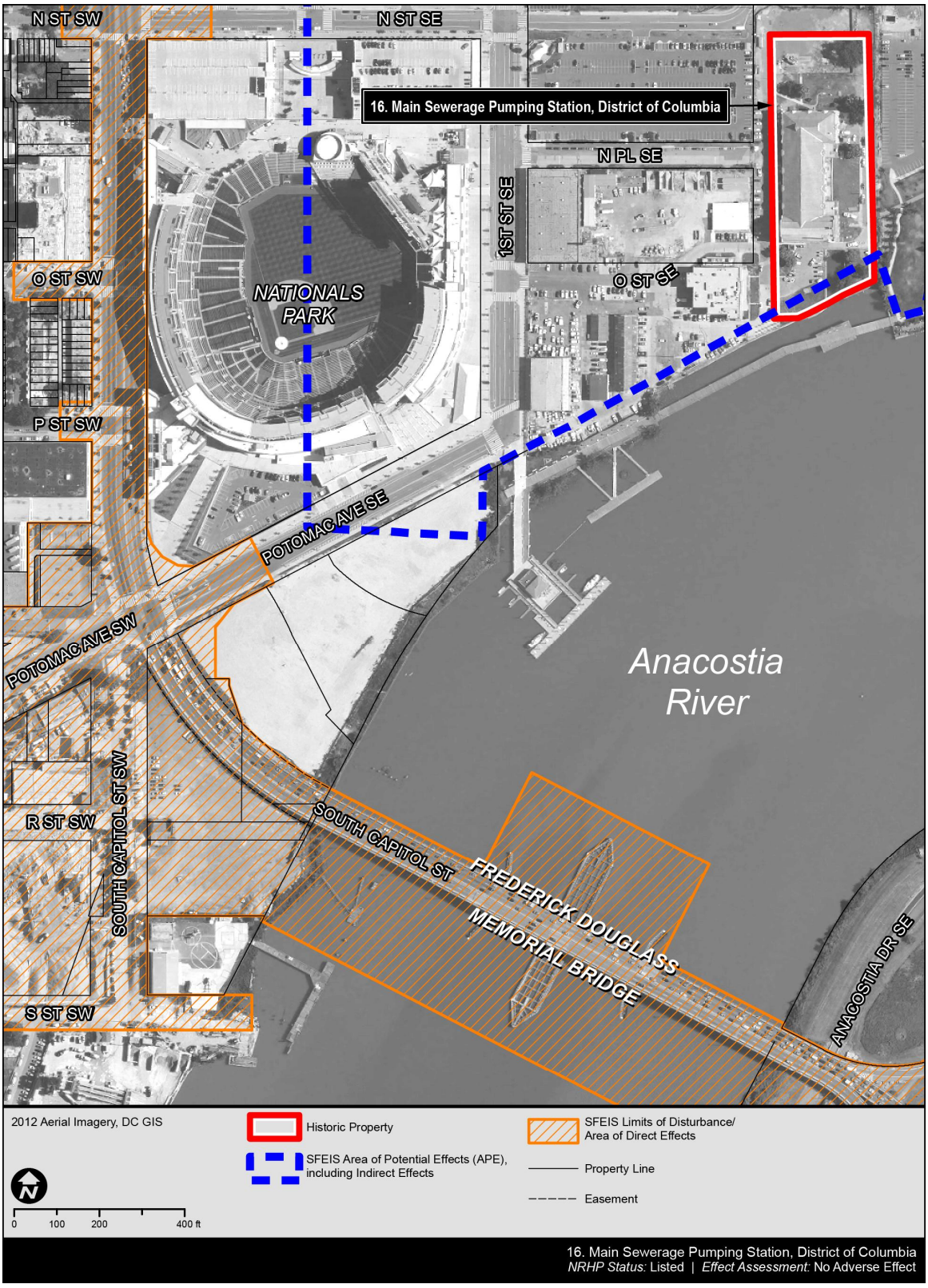


Figure 51. View to the Frederick Douglass Memorial Bridge from the Main Sewerage Pumping Station, District of Columbia

17. Washington Navy Yard Annex Historic District

Bounded by M Street SE to the north, Isaac Hull Avenue to the east, the Anacostia River to the south, and 2nd Street SE to the west

Historic Property Summary

The Washington Navy Yard Annex Historic District comprises the westward development of the Washington Navy Yard that began during the late nineteenth century to accommodate gun and ordnance manufacture. The Navy Yard's wall was extended to enclose the annex, which served as the center for Naval weapons production during World Wars I and II and includes one of the largest collections of industrial buildings in Washington, DC. The annex's contributing buildings include two primary types: multi-story concrete buildings and foundry-type buildings spanned by roof trusses, which created spaces large enough to accommodate assembly lines. The Washington Navy Yard was renamed the U.S. Naval Gun Factory in 1945, but weapons production stopped in 1962.

The Washington Navy Yard Annex Historic District is listed in the NRHP under Criterion A for its association with crucial naval weapons and ordinance development during World Wars I and II and under Criterion C for its collection of well-preserved twentieth-century industrial buildings associated with development of ordnance and weapons technology.

Assessment of Effects

In the vicinity of the Washington Navy Yard Annex Historic District, the Project components would occur along New Jersey Avenue SE, M Street SE, and South Capitol Street. This activity is primarily limited to streetscape improvements at New Jersey Avenue SE, M Street SE's reconstruction, and the transition of South Capitol Street into a grand urban boulevard. All of this work would occur at-grade and within each street's right-of-way. Approximately 20 feet span between the historic district's north M Street SE boundary and the Project's LOD at New Jersey Avenue, and approximately 380 feet span between the historic district's 1st and M Streets SE corner and the Project's LOD at M Street SE.

A greater distance, approximately 800 feet, spans between the historic district's west 1st Street SE boundary and the Project's LOD boundary at South Capitol Street. The Frederick Douglass Memorial Bridge's replacement bridge construction would also occur within the district's viewshed. No potential noise or vibration impacts to the property have been identified during studies.

No physical impacts to the Washington Navy Yard Annex Historic District would occur as a result of Project implementation. No Project activity would occur within the historic district's NRHP boundary. Therefore, no effects to the Washington Navy Yard Historic District's integrity of location, design, materials, and workmanship would occur.

The Project activity would have no adverse effect to the historic district's integrity of setting or the character-defining features of its immediate setting. At-grade streetscape and roadway improvements to New Jersey Avenue SE, M Street SE, and South Capitol Street would have no effect to the historic district's setting. No historically significant views would

be obscured and no visual effects have been identified. Project activity visible from the Washington Navy Yard Annex Historic District will occur as a result of the Frederick Douglass Memorial Bridge replacement. The current bridge is visible from the historic district although it is 1,650 feet from the historic district; the replacement bridge will occur to the southwest. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed. The bridge will be on a slightly different alignment than the current bridge.

The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the Washington Navy Yard Annex Historic District are not historic and are not character-defining features of the district. While construction may be visible from select vantage points, such infrastructure projects are typical in urban settings and will not affect the historic character of the property. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the Washington Navy Yard Annex Historic District.

Furthermore, no Project activity would alter the historic district's feeling as a late nineteenth and early-to-mid-twentieth century industrial complex or its association with weapons production and ordnance technology development carried out by the United States Navy. Therefore, no impact to the district's integrity of feeling or association would occur.

Based on this evaluation, South Capitol Street Project activity would have no adverse effect to the Washington Navy Yard Annex Historic District.

Figure 52. Project activity in the vicinity of the Washington Navy Yard Annex Historic District

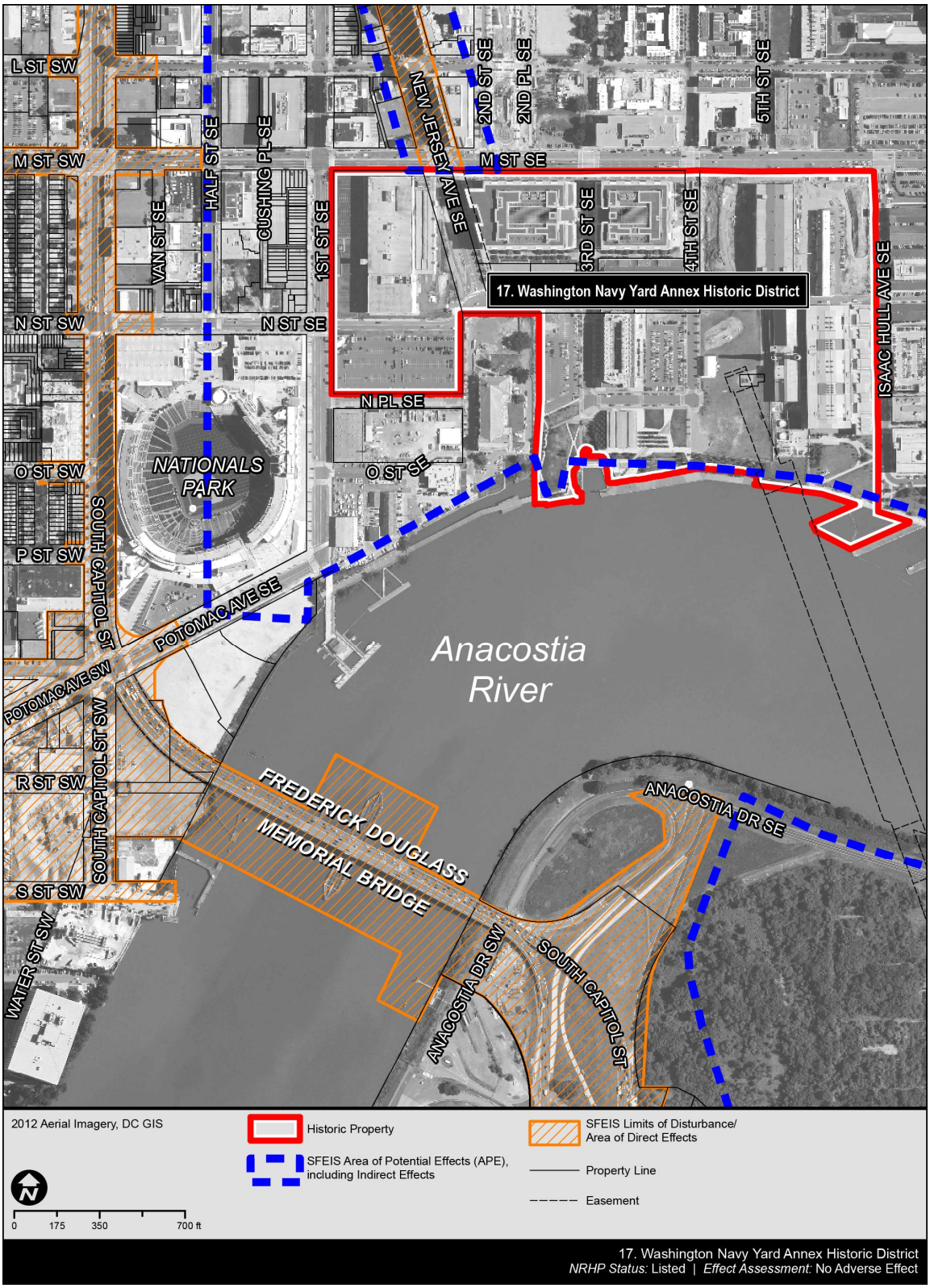


Figure 53. View southeast toward the Frederick Douglass Memorial Bridge from the Washington Navy Yard Annex Historic District, from the Anacostia Riverwalk Trail near Isaac Hull Avenue SE

18. Washington Navy Yard Historic District

8th and M Streets SE (Main Entrance), bounded by the Anacostia River to the south

Historic Property Summary

As the United States Navy's first home port, the Washington Navy Yard Historic District served as the Navy's center for early operations. The Navy made significant developments in weaponry and defense at the yard during the early nineteenth century, elevating the young United States to a world superpower in a relatively short amount of time. Early permanent development at the yard includes extant residences for officers—the Second Officer's House (1801) and the Tingey House (1804)—and the yard's Main Gate (1806). Following the War of 1812, the Washington Navy Yard began to take on an increasingly industrial character. The Navy manufactured ship equipment, conducted research, repaired battle damaged ships, and corrected manufacturing deficiencies at the yard until 1945. Following World War II, the Washington Navy Yard became the "United States Naval Gun Factory." The gun factory closed in 1962 and the yard's industrial buildings were converted into office spaces for naval administrative needs in 1964. While the interior of these industrial buildings have been altered, the exterior historical appearance of the yard remains intact.

The Washington Navy Yard Historic District is listed in the NRHP and has also been designated as a National Historic Landmark (NHL). The Navy Yard Historic District is listed under Criterion A for its connection to the early history of the United States and development of the United States Navy; under Criterion B for the important innovations developed by significant individuals at the yard; and under Criterion C for the yard's well-preserved nineteenth and early-twentieth century industrial architectural appearance.

Assessment of Effects

All proposed work will occur outside of the Washington Navy Yard's historic property boundary. The district is included in the revised APE primarily to consider potential changes to historic, character-defining viewsheds. No potential noise or vibration impacts to the Washington Navy Yard Historic District have been identified.

The Project would have no physical impacts to the Washington Navy Yard Historic District. No Project activity would occur within the historic district's NRHP boundary. Therefore, Project activity would have no effect to the district's integrity of location, design, materials, and workmanship.

The Project activity would have no adverse effect to the historic district's integrity of setting or the character-defining features of its immediate setting. At-grade streetscape and roadway improvements to New Jersey Avenue SE, M Street SE, and South Capitol Street would have no effect to the historic district's setting. No historically significant views would be obscured and no visual effects have been identified. Project activity visible from the Washington Navy Yard Historic District will occur as a result of the Frederick Douglass Memorial Bridge replacement; the current bridge is visible from the historic district

although it is 2,620 feet from the historic district; the replacement bridge will occur to the southwest. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed. The bridge will be on a slightly different alignment than the current bridge. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the Washington Navy Yard Historic District are not historic and are not character-defining features of the district. While construction may be visible from select vantage points, such infrastructure projects are typical in urban settings and will not affect the historic character of the property. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the Washington Navy Yard Historic District.

Furthermore, no Project activity would alter the district's feeling as a nineteenth and early-twentieth-century industrial navy yard or its association with the development of the United States Navy. Therefore, no impact to the district's integrity of feeling or association would occur.

Based on this evaluation, the Project implementation would have no adverse effect to the Washington Navy Yard Historic District.

Figure 54. Project activity in the vicinity of the Washington Navy Yard Historic District

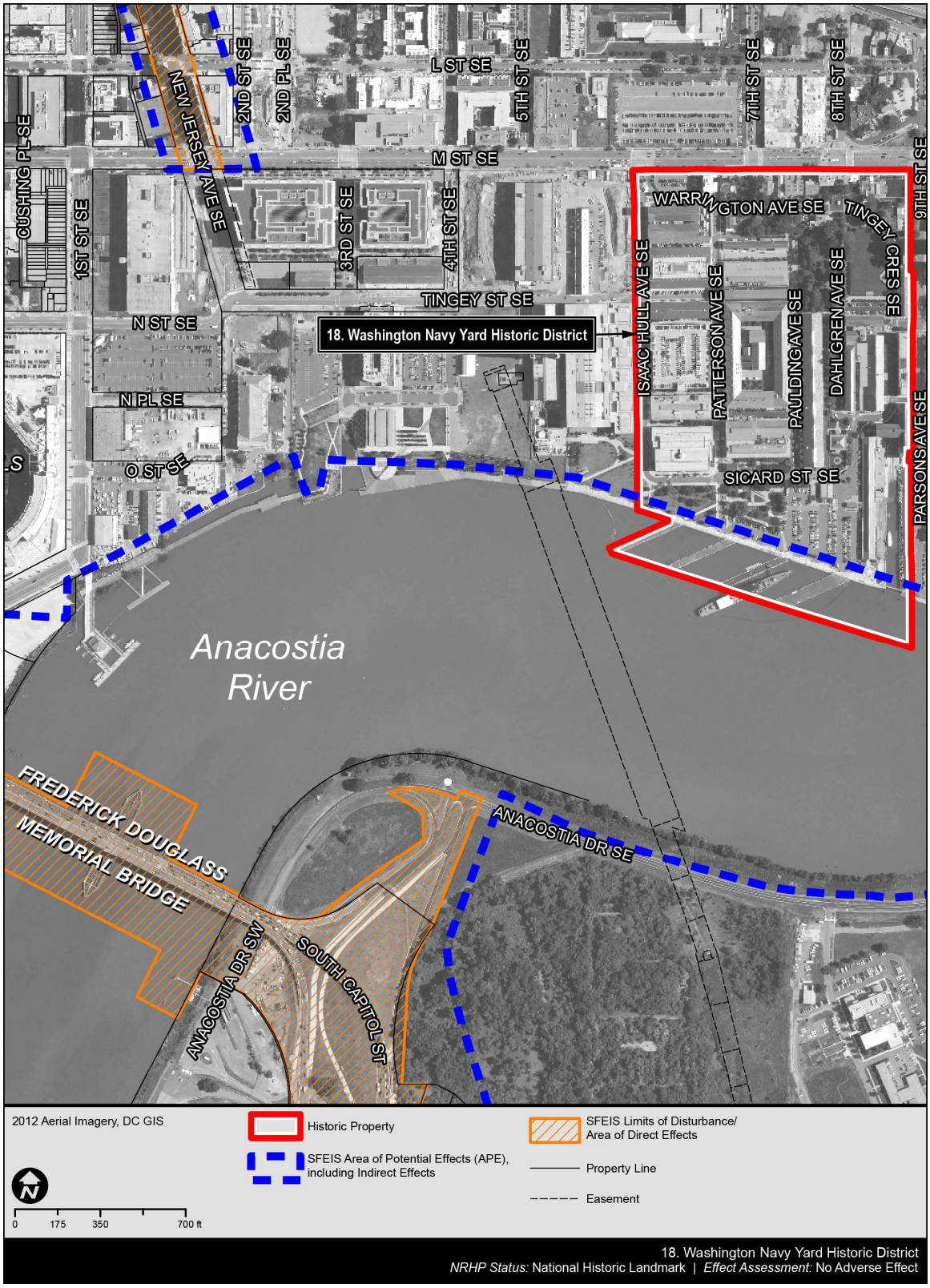


Figure 55. View southeast toward the Frederick Douglass Memorial Bridge from the Washington Navy Yard Historic District, from the Anacostia Riverwalk Trail

Figure 56. View southeast toward the Frederick Douglass Memorial Bridge from the Washington Navy Yard Historic District, from the Anacostia Riverwalk Trail near Parsons Avenue SE

19. Washington Navy Yard East Extension

Bounded by M Street SE to the north, the Anacostia River to the south, and 2nd Street SE to the west

Historic Property Summary

The Washington Navy Yard East Extension comprises the eastward development of the Washington Navy Yard that accommodated an expanding complex of industrial buildings devoted to naval weapons development and testing. Carried out between 1902 and 1945, the most comprehensive building campaign occurred from ca. 1918 to 1944, after the navy acquired a large portion of land in 1917. With World War I approaching, the Navy recognized the need for expansion; these buildings were crucial to the development of ordinance technology and naval weapons testing during World Wars I and II.

The Washington Navy Yard East Extension is eligible for listing in the NRHP under Criterion A for its association with the development of ordinance technology and naval weapons testing crucial to the United States' twentieth-century wartime strength and the nation's role during World Wars I and II; it is also eligible under Criterion C for its extant collection of well-preserved industrial buildings associated with the yard's development of ordinance technology and testing of naval weapons during the first half of the twentieth century.

Assessment of Effects

All proposed work will occur outside of the Washington Navy Yard's historic property boundary. The historic district is included in the revised APE primarily to consider potential changes to historic, character-defining viewsheds. No potential noise or vibration impacts to the Washington Navy Yard Historic District have been identified.

The Project activity would have no physical impact to the Washington Navy Yard East Extension. No Project activity would occur within the district's NRHP boundary. Therefore, no effect to the historic district's integrity of location, design, materials, and workmanship would occur.

The Project activity would have no adverse effect to the district's integrity of setting or the character-defining features of its immediate setting. At-grade streetscape and roadway improvements to New Jersey Avenue SE, M Street SE, and South Capitol Street would have no effect to the district's setting. No historically significant views would be obscured and no visual effects have been identified. Project activity visible from the Washington Navy Yard East Extension will occur as a result of the Frederick Douglass Memorial Bridge replacement. The current bridge is visible from the historic district although it is 3,500 feet distant to the southwest. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed. The bridge will be on a slightly different alignment than the current bridge. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the Washington Navy Yard East Extension are not historic and are not character-defining features of the district. While construction may be visible from select vantage points, such

infrastructure projects are typical in urban settings and will not affect the historic character of the property. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the Washington Navy Yard East Extension.

Additionally, Project activity would have no effect the Washington Navy Yard East Extension's feeling as an early-to-mid-twentieth century industrial complex or its association with the development of ordnance technology or weapons testing carried out by the United States Navy. Therefore, no impact to the Washington Navy Yard East Extension's integrity of feeling or association would occur.

Based on this evaluation, the Project would have no adverse effect to the Washington Navy Yard East Extension.

Figure 57. Project activity in the vicinity of the Washington Navy Yard East Extension

Figure 58. View east toward the vicinity of the Frederick Douglass Memorial Bridge from the Washington Navy Yard East Extension, from the Anacostia Riverwalk Trail

20. The L'Enfant Plan of the City of Washington, DC

See map for the portion of the L'Enfant Plan that is within the Project's APE

Historic Property Summary

The L'Enfant Plan of the City of Washington, DC, is a Baroque city plan with Beaux Arts components. Designed for the City of Washington by Pierre L'Enfant, the plan employs a regular orthogonal grid (which is the lettered and numbered streets in the city) that is intersected by diagonal, radiating avenues. Important contributing components of the L'Enfant Plan include parks, medians, avenues, and reservations. The L'Enfant Plan of the City of Washington, DC, is listed in the NRHP under Criterion A for its influence on city planning efforts nationwide; under Criterion B for its association with Pierre L'Enfant and other important organizations and designers; and under Criterion C as a well-preserved Baroque city plan with Beaux Arts modifications.

Assessment of Effects

The L'Enfant Plan of the City of Washington, DC is located within of the Project's LOD. No potential noise or vibration impacts to the plan's contributing elements have been identified during Project studies. Proposed Project activity would result in a realignment of the established pattern of the plan, most notably with the installation of the west oval, an element that is not consistent with the historic plan. (See Figure 4.) The oval also would impact the historic alignment of Potomac Avenue SW, interrupting its axial alignment, which is a character-defining feature of the L'Enfant Plan. Reservation 245, which is undeveloped but considered a contributing element, would also be interrupted by the oval. The introduction of the oval's new built components is not compatible with the historic plan and would remove historic alignments and associated materials that defined the plan. Therefore, the plan's integrity of location, design, materials, and workmanship would be adversely affected.

The Project implementation would have an adverse effect to the L'Enfant Plan of the City of Washington, DC's integrity of setting by altering character-defining features including the axial road alignment by introducing a large traffic oval to the plan. Minimization measures have been included in the Project planning process. The historic visual axial alignment will be maintained through the oval by avoiding visual obstructions or plantings. However, despite these minimization measures, Project implementation would have an adverse effect to the plan's visual setting and character-defining features. Therefore, Project activity would have an adverse effect to the integrity of the setting.

Finally, Project activity would alter the plan's feeling as a Baroque city plan and its association with the District of Columbia's influential early city planning efforts by interrupting the axial alignment of Potomac Avenue SW.

Based on this evaluation, the South Capitol Street Project would have an adverse effect to The L'Enfant Plan of the City of Washington, DC.

Figure 59. Project activity in the vicinity the L'Enfant Plan of the City of Washington, DC

20. The L'Enfant Plan of the City of Washington, D.C.
NRHP Status: Listed | *Effect Assessment:* Adverse Effect

21. United States Capitol
Capitol Hill

Historic Property Summary
The United States Capitol not only represents the skillful work of many notable nineteenth-century architects, builders, and craftsmen, but it is also renowned for its association with the United States' political leaders and military commanders, as well as international leaders. As the first major example of Federal architecture in the country, the United States Capitol displays English Neoclassical architectural character. The building's interior includes many Federal and Greek Revival spaces. In 1792, Congress selected plans for the capitol building submitted by British amateur architect William Thornton. Numerous architects oversaw different stages of the building's construction between 1783 and 1807, including Benjamin Henry Latrobe. British troops burned the capitol building in 1814 and Latrobe was hired to develop plans and oversee the building's reconstruction.

Though work was still ongoing in 1817, Latrobe was relieved from the project and Boston architect Charles Bulfinch took over in 1818. The reconstruction effort was completed in 1829. The United States' continued growth later prompted the building's expansion, approved in 1850. One year later, architect Thomas U. Walter oversaw construction on two Renaissance Revival-style wings for the House and Senate, which he designed along with a larger dome for the building. Engineer Montgomery Meigs was later hired to supervise this work. The wings were completed in 1857 and 1859; the dome was not finished until 1863. Work on the building's interior continued through the nineteenth century. Modifications to the building's exterior, mainly repairs, alterations, and more recently restorations, were carried out throughout the twentieth century. An addition to the building's East Wing was executed between 1958 and 1962.

The United States Capitol was designated as a National Historic Landmark in 1960. Though documentation does not stipulate under which Criteria the buildings is designated because the designation predates the establishment of the NRHP, but it is assumed that property is eligible under Criteria A, B, and C.

Assessment of Effects
All proposed work will occur outside of the United States Capitol's historic property boundary. The United States Capitol is included in the revised APE primarily to consider potential changes to historic, character-defining viewsheds. No potential noise or vibration impacts to the United States Capitol have been identified.

The Project would have no physical impacts to the United States Capitol. No Project activity would occur within the United States Capitol's NHL boundary. Therefore, Project activity would have no effect to the United States Capitol's integrity of location, design, materials, and workmanship.

The Project activity would have no adverse effect to the United States Capitol's integrity of setting or the character-defining features of its immediate setting. Streetscape

enhancements and pedestrian improvements to South Capitol Street will occur 1,340 feet south of the United States Capitol and would have no effect to the setting. No historically significant views from the United States Capitol would be obscured and no visual effects have been identified, although it is possible that some streetscape improvements and pedestrian enhancements may be minimally visible from the building's dome. Project activity will not be visible from the United States Capitol at street level because of vegetation consisting of tree cover as well as signage typical in urban settings that interferes with views to the project area. Additionally, the elevated multilane Southeast/Southwest Freeway (I-695) substantially obstructs the views from the United States Capitol to the majority of the Project area at ground level.

No visual effects will occur as a result of the Frederick Douglass Memorial Bridge replacement; the current bridge is not visible from ground level at the United States Capitol. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the United States Capitol are not historic and are not character-defining features of the NHL.

The replacement bridge will be 7,800 feet from the dome. Although detailed bridge design has not yet been completed, at this time, a bridge of similar scale and materials is proposed. The bridge will be on a slightly different alignment to the southwest of the current bridge. While construction may be visible from select vantage points in the dome, the new bridge located 7,800 feet from the United States Capitol will not affect its historic character.

Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its setting. Views to the United States Capitol are important within the Project area; however, views from the United States Capitol to the not eligible Frederick Douglass Memorial Bridge are not significant. Because no historically significant views would be obscured or altered, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the United States Capitol.

Furthermore, no Project activity would alter the United States Capitol's feeling as a nationally significant monument to democracy or its association with the development of the United States government and related significant legislation. Therefore, no impact to the United States Capitol's integrity of feeling or association would occur.

Based on this evaluation, the Project implementation would have no adverse effect to the United States Capitol.

Figure 60. Project activity in the vicinity of the United States Capitol

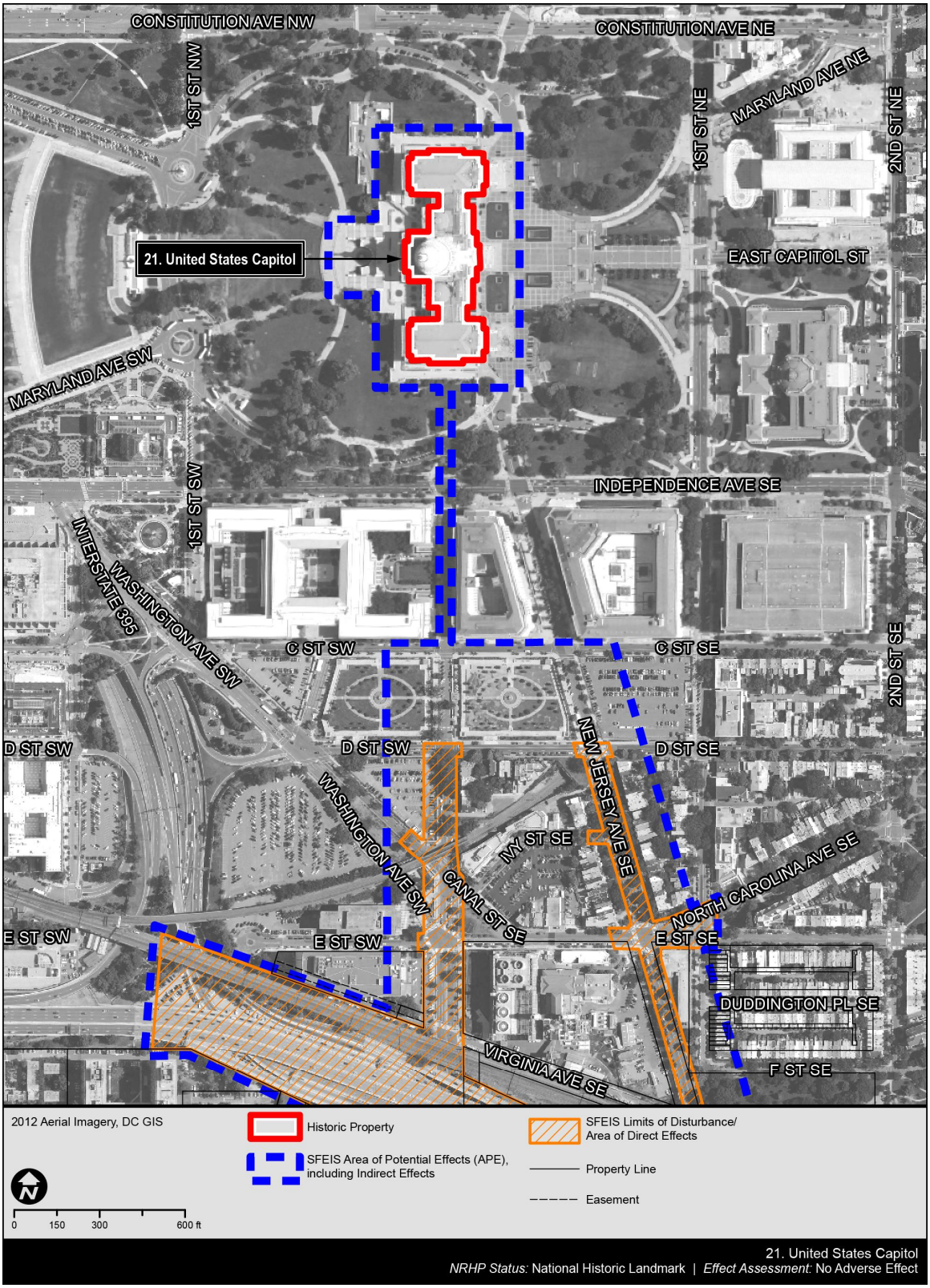


Figure 61. View to the north showing the United States Capitol from the Project area

Figure 62. View of the Project area to the south from E Street SW and South Capitol Street

22. USS *Barry*

Washington Navy Yard

Historic Property Summary

Commissioned in 1956 by the US Navy and constructed in Bath, Maine, the USS *Barry* (DD-933) is a 2,780-ton Forrest Sherman class destroyer named in honor of Commodore John Barry (1745-1803). The vessel made the first of several Mediterranean Sea voyages in mid-1957 and later supported carrier operations during the Lebanon Crisis in 1958. After the addition of large SQS-23 sonar equipment in 1959, the destroyer has featured a distinctive "clipper" bow profile. This equipment was tested and demonstrated for several years before the USS *Barry* returned to the Mediterranean in 1962. Notable activity during the next several years included involvement in Cuban Missile Crisis operations (1962) and Vietnam War combat duty (1965-66). The destroyer later underwent a two-year-long modernization and was recommissioned in 1968. Voyages throughout Europe were conducted during the 1970s. While homeported in Greece (1972-75), the vessel conducted NATO exercises and anti-submarine operations. The USS *Barry* joined U.S. forces in the Middle East for Persian Gulf Service twice, in 1979 and 1981. After that second tour, the USS *Barry* was decommissioned in November 1982. The ship has been moored at the Washington Navy Yard since 1983.

The USS *Barry* (DD-933) is potentially eligible for listing in the NRHP; consultation is ongoing between the US Navy and the DC SHPO on this subject. For the purposes of this project, the USS *Barry* (DD-933) is being treated as a historic property. This does not imply a formal determination of eligibility assessment.

Assessment of Effects

As a potentially historic vessel, the historic property boundary for the USS *Barry* would be limited to include only the ship itself. No potential noise or vibration impacts to the USS *Barry* have been identified.

The Project would have no physical impacts to the USS *Barry*. No Project activity would occur within the USS *Barry*'s NRHP boundary. Therefore, Project activity would have no effect to the vessel's integrity of design, materials, and workmanship. Project efforts will not require the USS *Barry* to be moved and its integrity of location at the Washington Navy Yard will not be affected.

The Project activity would have no adverse effect to the USS *Barry*'s integrity of setting or the character-defining features of its immediate setting within the Anacostia River. Project activity visible from the USS *Barry* will occur as a result of the Frederick Douglass Memorial Bridge replacement; the current bridge is visible from the USS *Barry* although it is 2,570 feet from the USS *Barry.* While construction in Anacostia Park may be visible from the ship, it will be 1,180 feet away, across the Anacostia River. This Project work will not affect the historic character of the vessel. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its setting at the Washington

Navy Yard. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the USS *Barry*.

Furthermore, no Project activity would alter the USS *Barry*'s feeling as a twentieth-century Forrest Sherman class destroyer or its association with the development of the United States Navy and associated military efforts. Therefore, no impact to the USS *Barry*'s integrity of feeling or association would occur.

Based on this evaluation, the Project implementation would have no adverse effect to the USS *Barry*.

Figure 63. Project activity in the vicinity of the USS *Barry*

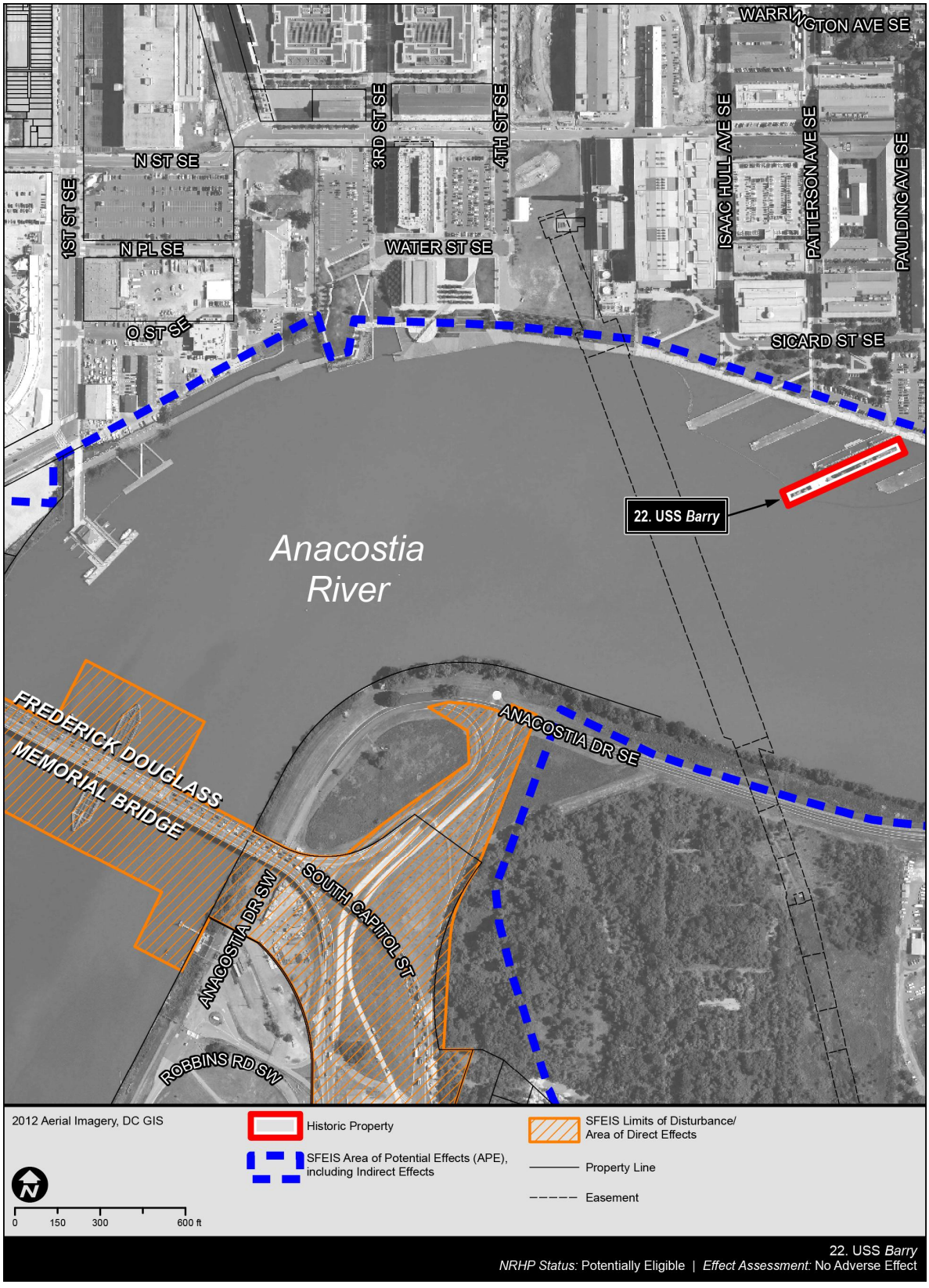


Figure 64. USS *Barry* at the Washington Navy Yard

23. Skyline Inn (Capitol Skyline Hotel)

10 I Street SW

Historic Property Summary

The Skyline Inn is a seven-story hotel building, completed in 1963. Designed by architect Morris Lapidus, while he led the firm Lapidus, Harle & Liebman in New York, the Skyline Inn responds to architectural tenets of the modern era. Lapidus is best known for his lavish and glamorous Miami Beach hotels and resorts, often regarded as gaudy by his Modernist critics. The Skyline Inn represents a more straightforward expression of Modernism and an interpretation of the movement's International Style blended with Neo-Formalism elements. Most likely, Lapidus' design restraint is a result of his desire to execute a building appropriate for Washington's more conservative aesthetic within the area surrounding the United States Capitol Building. Lapidus designed the hotel's lobby in the traditional Colonial Revival style, juxtaposing the building's exterior. The Skyline Inn was constructed as a result of the urban renewal project carried out in Southwest Washington between 1945 and 1973. During this period, buildings on approximately 550 acres in the District's Southwest quadrant were demolished. The building's original name is the Skyline Inn, but the hotel has also operated as the Best Western Capitol Skyline and today operates under the name Capitol Skyline Hotel. The Skyline Inn is eligible for listing in the National Register of Historic Places under Criterion A for its connection to the Southwest Urban Renewal Area and as the first hotel constructed in the new Southwest; the hotel is eligible under Criterion C as a representative example of a restrained blend of the International and Neo-Formalism styles by master architect Morris Lapidus, who designed the building in the context of Washington, DC.

Assessment of Effects

South Capitol Street project activity near the Skyline Inn would primarily occur at the South Capitol and I Streets intersection. Improvements to the intersection include the addition of at-grade left turn bays to South Capitol Street, southbound to I Street SE and northbound to I Street SW. The intersection will also be signalized. Additional at-grade activities at South Capitol Street include the roadway's conversion into a grand urban boulevard, between the west traffic oval and D Street, to include a wider landscaped median, wider sidewalks, and continuous planter beds between the roadway and sidewalks. The replacement of the existing suspended ramp at the South Capitol and I Streets intersection with a new urban interchange ramp will also be visible and occur a short distance from the building. Also in close proximity to the Skyline Inn, the South Capitol and K Streets intersection will be signalized. Visible from the building, specifically its upper stories, the South Capitol and M Streets intersection will be converted to an at-grade intersection with left-turn bays and a southbound, at-grade, left turn bay will be added to South Capitol Street at L Street SE. As shown in Figure 65, the Skyline Inn's north, east, and south boundaries border the South Capitol Street Project's LOD boundary.

No potential vibration impacts have been identified. Studies indicate a potential for a minor average increase in noise levels by the year 2040 as a result of implementing the Revised

Preferred Alternative. These increases would not impact the continued use of the historic property for its intended or original purpose. Short-term construction activities may introduce temporary noise in the property's vicinity. Construction-related noise would be minimized by implementing basic best practices such as working only at certain times of day or using equipment that would be selected specifically to reduce noise impacts. Noise mitigation measures are included in the Project's SDEIS Environmental Commitments and will be required to be implemented by contractors. Therefore, according to the information in the studies, noise levels would have no adverse effect to the historic property.

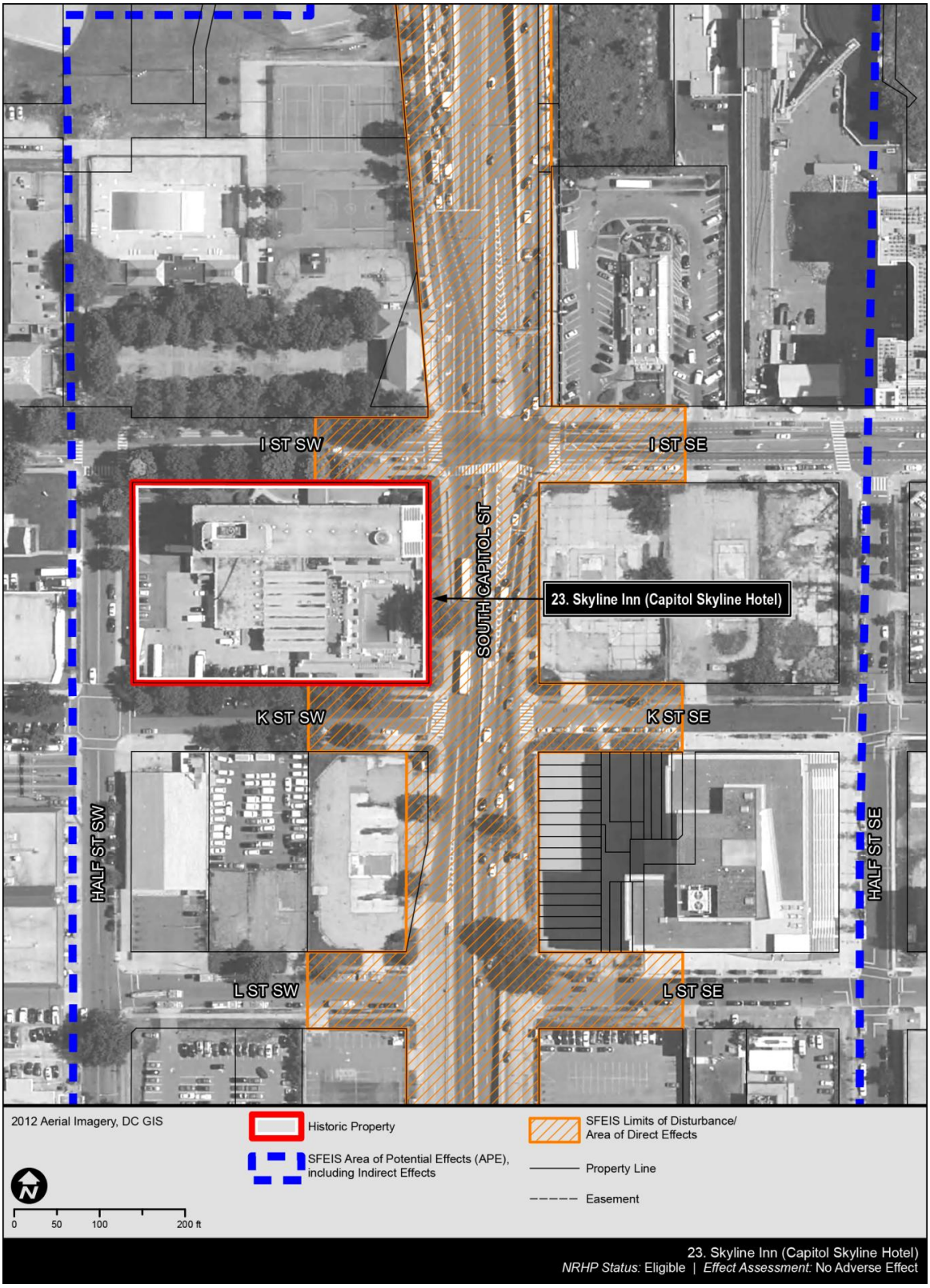
No physical impacts to the Skyline Inn would occur as a result of Project implementation. Although the LOD boundary is concurrent with the property's historic boundary limit, no Project activity would occur within the property's historic NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project activity would have no adverse effect to the Skyline Inn's integrity of setting. Project activity will be short-term and occur at-grade, primarily within South Capitol Street's right-of-way. Because this activity is short-term, would occur at-grade, would not permanently obscure historically important views from the Skyline Inn to the United States Capitol Building, project activity would not diminish the building's integrity of setting. Additionally, the building is located in a primarily commercial area, with substantial recent construction including gas stations and fast-food franchises in the direct vicinity, as well as the existing busy roadway. Because Project activity will not permanently affect any historically significant views to or from the Skyline Inn, Project implementation would have no effect to the historic property's integrity of setting.

Furthermore, project activity would have no adverse effect to the building's feeling as a Modern-era hotel building or its association with the Southwest Washington, DC, Urban Renewal Area. Although Project activity will be implemented in close proximity to the property's historic property boundary, the project will not cause effects to the building's integrity of feeling and association.

Based on this evaluation the South Capitol Street Project would have no adverse effect to the Skyline Inn.

Figure 65. Project activity in the vicinity of the Skyline Inn.



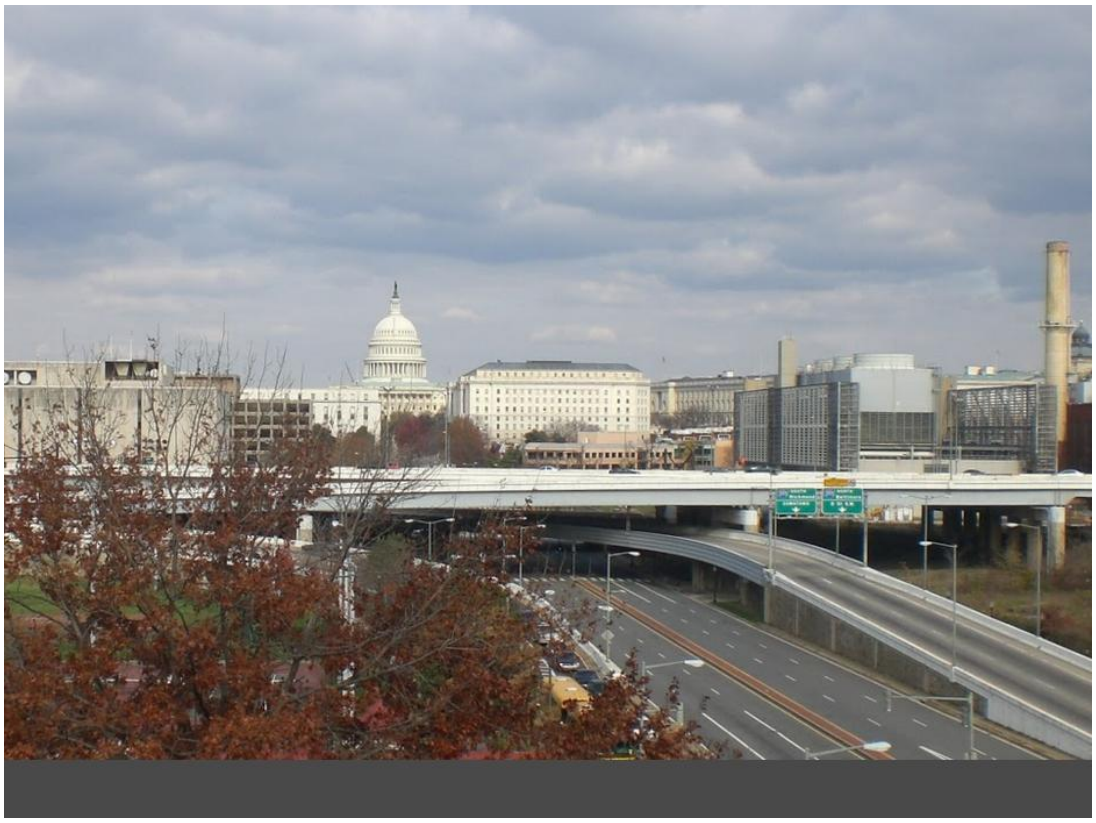


Figure 66. View of the Project area to the north in the vicinity of the Skyline Inn.

4.2 Effects Summary

The South Capitol Street Project will have no effect on two historic properties; no adverse effect on twenty historic properties; and an adverse effect on one historic property, the L'Enfant Plan of the City of Washington, DC. The proposed Project will alter the historic L'Enfant Plan in the vicinity of South Capitol Street and Potomac Avenue SW, where the west oval would be installed, changing the street grid in the vicinity of Q and R Streets SW and the axial alignment of Potomac Avenue SW. Therefore, there will be an adverse effect to historic properties from the South Capitol Street Project. As part of ongoing Section 106 consultation with the DC SHPO, ACHP, and consulting parties on the Project, the MOA that was previously executed will be amended to include mitigation measures appropriate for the adverse effect from the Revised Preferred Alternative.

A matrix summarizing effects to built historic properties is included in Appendix A.

chapter 5.0

assessment of effects for archaeological resources

5.1 Archaeological Assessment

Project changes as part of the Revised Preferred Alternative required an expansion of the APE used for the FEIS assessments. Additional areas required archaeological evaluation to determine if the revised APE for the Revised Preferred Alternative warranted additional field investigations. The following chapter includes: 1) a summary of prior archaeological investigations conducted for the South Capitol Street Project, 2) an assessment of the potential effects of the Revised Preferred Alternative on previously recorded archaeological sites, and 3) an evaluation of the revised LOD to determine if there were new areas of Project-related soil disturbance that had the potential to affect previously unrecorded archaeological resources.

The current archaeological evaluation concluded that Project-related soil disturbance associated with the Revised Preferred Alternative will have no effect on any previously recorded archaeological sites. In addition, an evaluation determined that Project disturbance within the new LOD introduced as part of the Revised Preferred Alternative has a limited potential to impact unrecorded archaeological resources; no additional field investigation is required.

5.2 Phase I(a) Archaeological Assessment

The DEIS phase of the Project included a Phase I(a) archaeological assessment of eight archaeological sub-areas within the South Capitol Street Project APE. The Phase I(a) used existing maps, photographs and archival data to assess the potential to locate archaeological remains within the APE. The assessment concluded that all of the South Capitol Street Project area on the north side of the Anacostia River and the majority of the Project area on the south side of the Anacostia River had low potential to contain significant or intact subsurface archaeological remains. However, information recovered during the Phase I(a) study suggested that there was potential for previously unidentified archaeological resources in selected areas on the south side of the Anacostia River. The

original area of Poplar Point, comprised of Anacostia River and Stickfoot Branch alluvium, included open and undeveloped areas where archaeological resources may have been preserved. The Phase I(a) report recommended additional Phase I(b) archaeological investigations of these areas. The *Phase I(a) Archaeological Assessment of Proposed Improvements to the South Capitol Street Corridor, Washington, DC* (DDOT 2006) contained the results of this initial assessment. The DC SHPO concurred with the findings and recommendations of the Phase I(a) report by letter dated June 9, 2006. The DC SHPO concurred that seven of the eight archaeological subareas were characterized by low archaeological potential, and that Phase I(b) field testing of these areas was not warranted. Additionally, the DCSHPO agreed with the recommendation that limited Phase I(b) archaeological testing occur in portions of the archaeological subarea on Poplar Point.

5.3 Phase I(b) Archaeological Field Survey

The Phase I(b) survey encompassed an area bounded by Howard Road SE, Firth Sterling Avenue SE and South Capitol Street. Shovel test pit (STP) excavation in all areas failed to uncover any significant or intact archaeological remains. Most of the Project APE was found to be previously disturbed or in areas that have been covered by deep historic fill. The technical report for this phase of investigation, *Phase I(b) Survey of Proposed Improvements, South Capitol Street Corridor, Washington, DC* (DDOT 2007), concluded that no significant archaeological resources were likely to exist within this portion of the APE and recommended no further investigations. The DC SHPO concurred with the following findings of the Phase I(b) report (Ruth Trocolli, Personal Communication, June 12, 2009).

1. Poplar Point: Archaeological testing on Poplar Point uncovered both historic and prehistoric period artifacts; however, these were recovered from disturbed or secondary contexts and the report concluded that no intact archaeological resources existed in the area. The area of the recovered material was not recorded as an archaeological site and no additional investigation of this area was recommended.
2. Howard Road Academy: Testing was conducted adjacent to the location where prehistoric artifacts had been reported during the construction of the Howard Road Academy. Phase I(b) testing of the area within the FEIS LOD failed to locate any evidence of this prehistoric site. Nineteenth-century historic artifacts were recovered from this area, but it was concluded that these were from disturbed or secondary contexts. The area of the recovered material was not considered to represent an archaeological site and no additional investigation of this area was recommended.
3. Location of Bridge Replacement Piers: The support piers for the new Frederick Douglass Memorial Bridge proposed as part of the FEIS would occur in an area of the Anacostia River shoreline that had been subjected to extensive twentieth-century fill operations. While the historic fill soils did not have the potential to contain any intact archaeological deposits, there was the potential that some of these piers might extend deeply enough to disturb buried archaeological deposits below the fill. In order to assess this potential, a geomorphological analysis of the area was conducted. The analysis concluded that

potential pier disturbance would be limited to tidal marshes and eroded shorelines with a limited potential for significant prehistoric utilization. After additional discussion, including an on-site meeting that included the geomorphological consultant and the DC SHPO, the DC SHPO agreed with this analysis and concurred that additional archaeological investigations in this area were not warranted.

5.4 Effects to Previously Recorded Archaeological Sites

There were five previously recorded archaeological sites located within the FEIS APE: Sites 51SW001, 51SE011, 51SE012, 51SE024, and the 51SE034 (Howard Road Historic District). A review of DCSHPO records and mapping for the current assessment for the Revised Preferred Alternative indicated the following:

- Site 51SW001: DC SHPO records included very limited information on this site, and it no longer appears in the DC SHPO site mapping.
- Site 51SE011: The mapped location of this site in the DC SHPO files has changed since the FEIS, and it is no longer within the revised APE.
- Site 51SE012: The mapped location of this site in the DC SHPO files has changed since the FEIS, but it is still located within the revised APE.
- Site 51SE024: The mapped location of this site has changed in the DC SHPO files since the FEIS, but it is still located within the revised APE.
- Site 51SE034 (Howard Road Historic District): The location and boundaries of this resource have not changed since the FEIS and the site is located within the revised APE.

In addition, there are two additional archaeological resources that were not included in the earlier FEIS studies. Site 51SW015, a historic site identified near the Syphax School on Half Street SW, was not included in mapping received from the DC SHPO during the Phase I(a)/ Phase I(b) investigations during the FEIS. Although within the revised APE, this site is outside of any anticipated areas proposed for soil disturbance and outside of the LOD for the Revised Preferred Alternative. Additionally, this site was previously determined not eligible for the NRHP. It is not a historic property and therefore no effects assessment is required.

An additional geomorphological assessment of Poplar Point, related to the DC Water sewer rehabilitation program, identified preserved historic surfaces buried under historic fill in the area of the interchange for South Capitol Street, Suitland Parkway, Howard Road SE, and the Anacostia Parkway SE. As these potential archaeological resources (designated Site 51SE071) were determined to be between 10 and 25 feet below the current ground surface, the roadway improvements for the Revised Preferred Alternative will not extend deep enough to disturb these buried surfaces. In summary, there are a total of four previously identified archaeological sites that are within the APE for the Revised Preferred Alternative. Figure 67 provides a summary of known information on these four sites.

Site 51SE012 represents the reported location of a prehistoric site on a portion of the Anacostia shoreline that was buried under historic fill in the early twentieth century. Although the mapped location of Site 51SE012 in the DC SHPO files has shifted since the FEIS investigations, the potential effects to deeply buried archaeological sites were evaluated in the Phase I(b) report. Based on the results of geomorphological analysis conducted for that investigation, it was concluded that potential effects to such deeply buried resources were limited to areas where bridge support piers might extend down through the fill. As Site 15SE012 is located outside the area where these piers will be constructed, no effect to this site is anticipated.

Figure 67. Previously Recorded Archaeological Sites in the Revised APE

Site Number	Site Type	Time Period	NRHP Status	Project Effect
51SE012	Prehistoric - Camp	Undetermined	Not Evaluated	No Effect
51SE024	Prehistoric	Undetermined	Not Evaluated	No Effect – Outside of LOD
51SE034 (Howard Road Historic District)	Historic	19th century	Eligible – Disturbed	No Effect
51SE071	Historic	Undetermined	Not Evaluated	No Effect

The mapped location of Site 51SE024 also has been changed in the DC SHPO files and it is no longer within the revised LOD, so the Revised Preferred Alternative will have no effect on this resource.

A portion of the eligible Howard Road Historic District (Site 51SE034) is located within the revised LOD. However, DC SHPO records indicate that the site was largely destroyed during development of the Anacostia Metro Station. While intact portions of this site may still exist outside of this disturbed area, the revised LOD in this area is limited to a portion of Howard Road SE east of Firth Sterling Avenue SE and the intersection of Howard Road SE and Sheridan Street SE. As existing roadways have been identified as having low archaeological potential, the area of new LOD will have no effect on this archaeological resource.

Site 51SE071 was identified during DC Water geomorphological analysis of Poplar Point as the presence of intact historic ground surfaces buried below fill related to the construction of the highway interchange. As these buried deposits were determined to be between 10 and 25 feet below the current ground surface, the roadway improvements in this area of the current Project will have no effect on this potential archaeological resource.

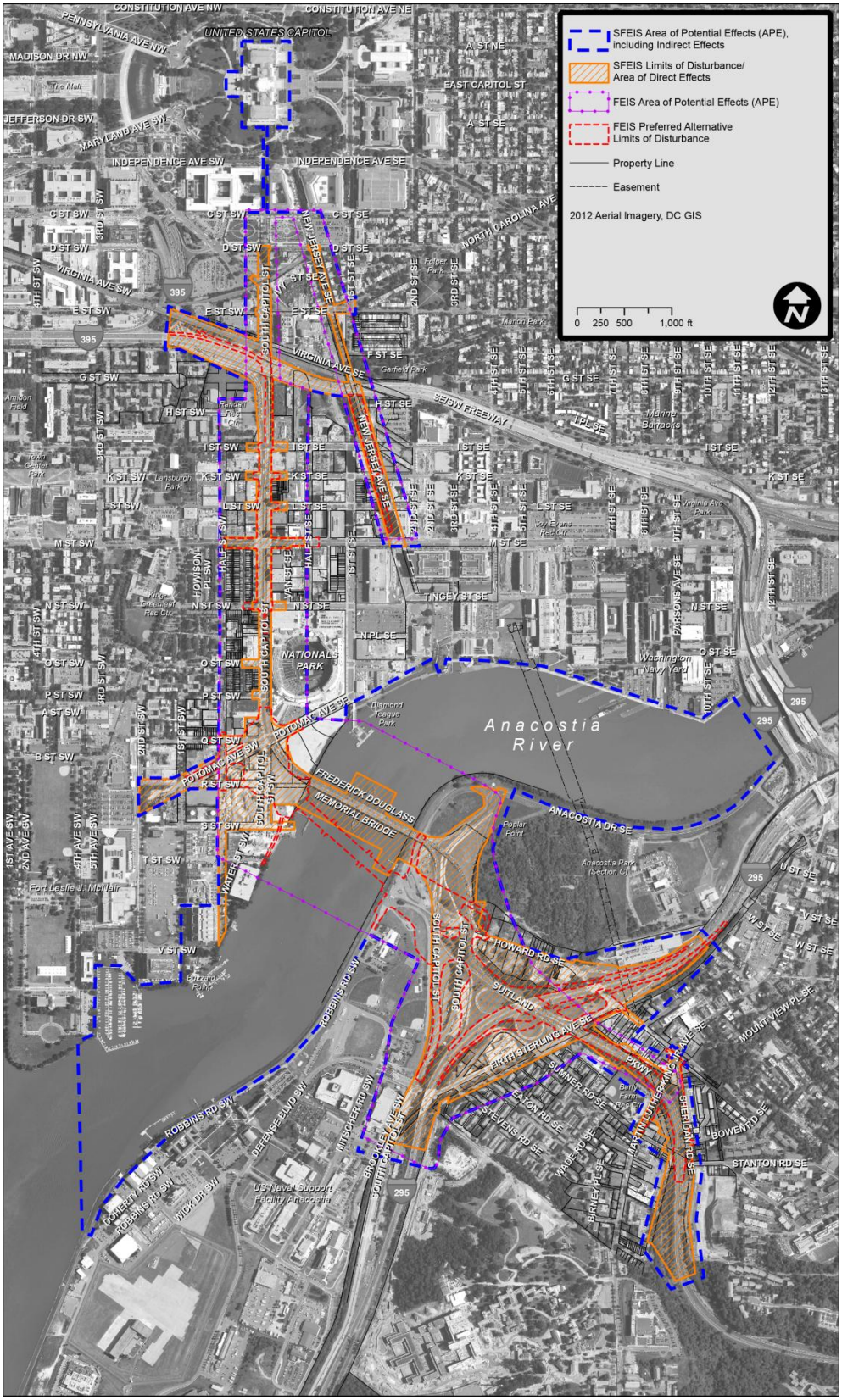
In conclusion, construction related activity within the revised LOD will not result in disturbance of any of these previously recorded sites. As a result, the Revised Preferred Alternative will have no effect on previously recorded archaeological sites.

5.5 Effects to Potential Archaeological Resources

The revised APE includes areas of potential soil disturbance that were not included in the FEIS evaluation. Figure 68 illustrates the revised LOD for the Revised Preferred Alternative, as well as the previous FEIS LOD, while Figure 69 to Figure 72 present four detailed views of the comparative LOD mapping. These new areas of revised LOD were evaluated for potential effects on archaeological resources as part of the Section 106 effects assessment. The revised LOD mapping includes all property parcels where any construction-related activity might occur, although the extent of the soil disturbance on any given parcel may be minor.

The mapping of the FEIS and SDEIS LOD allows for detailed comparison of any changes to the anticipated soil disturbances that might affect previously unrecorded archaeological resources. The changes to the LOD were assessed through field reconnaissance of each of the areas where a significant change in the LOD was noted. The field reconnaissance was supplemented with the use of historic aerial photography and mapping as well as current aerial photography and topographic mapping. Figure 73 summarizes the evaluation of archaeological sensitivity and the probability of potential effects to previously unidentified archaeological resources in each of the twelve identified areas.

Figure 68. Project Area Overview



District Department of Transportation

Figure 69. Archaeological Areas; Map 1 of 4

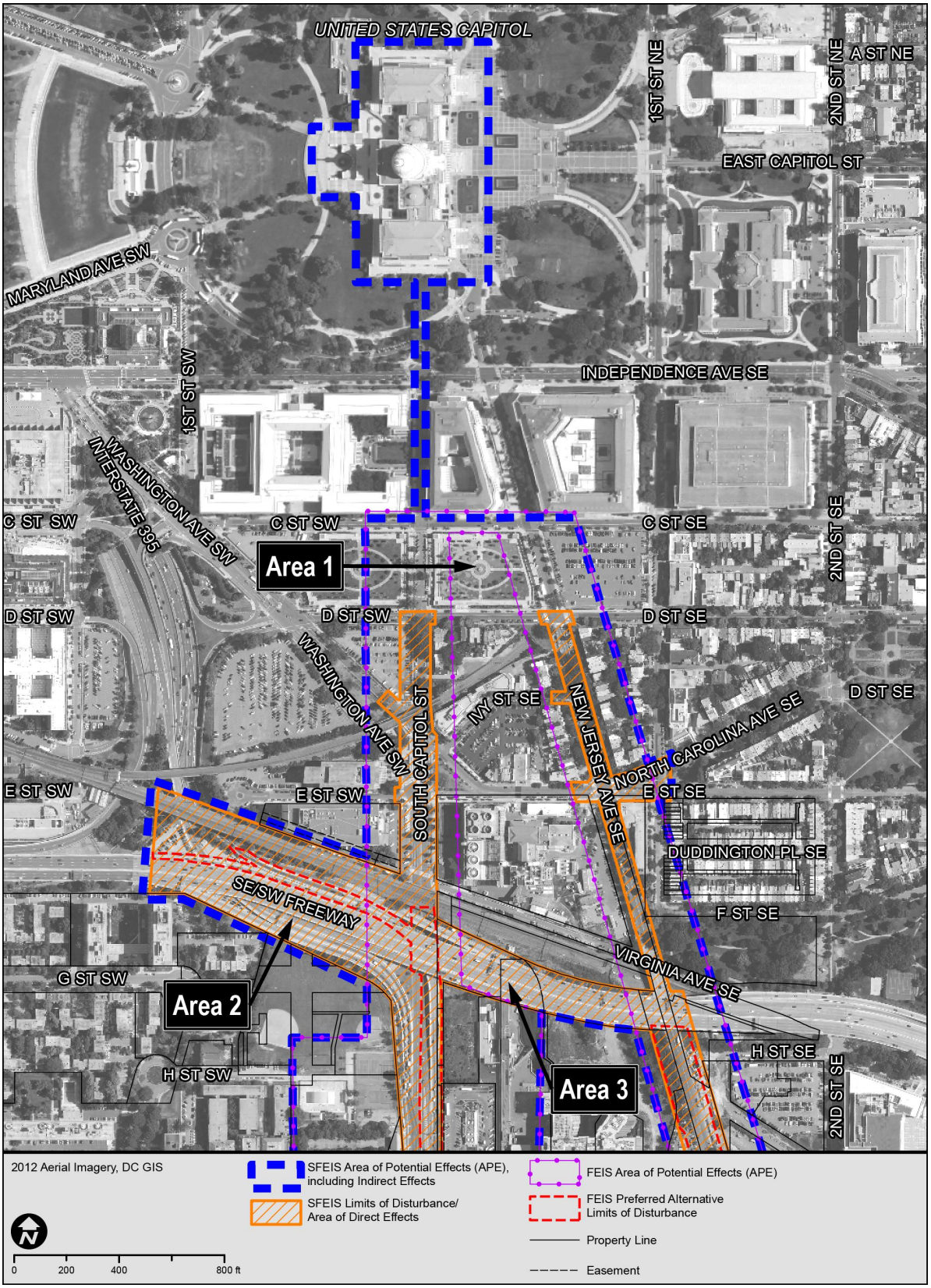


Figure 70. Archaeological Areas; Map 2 of 4

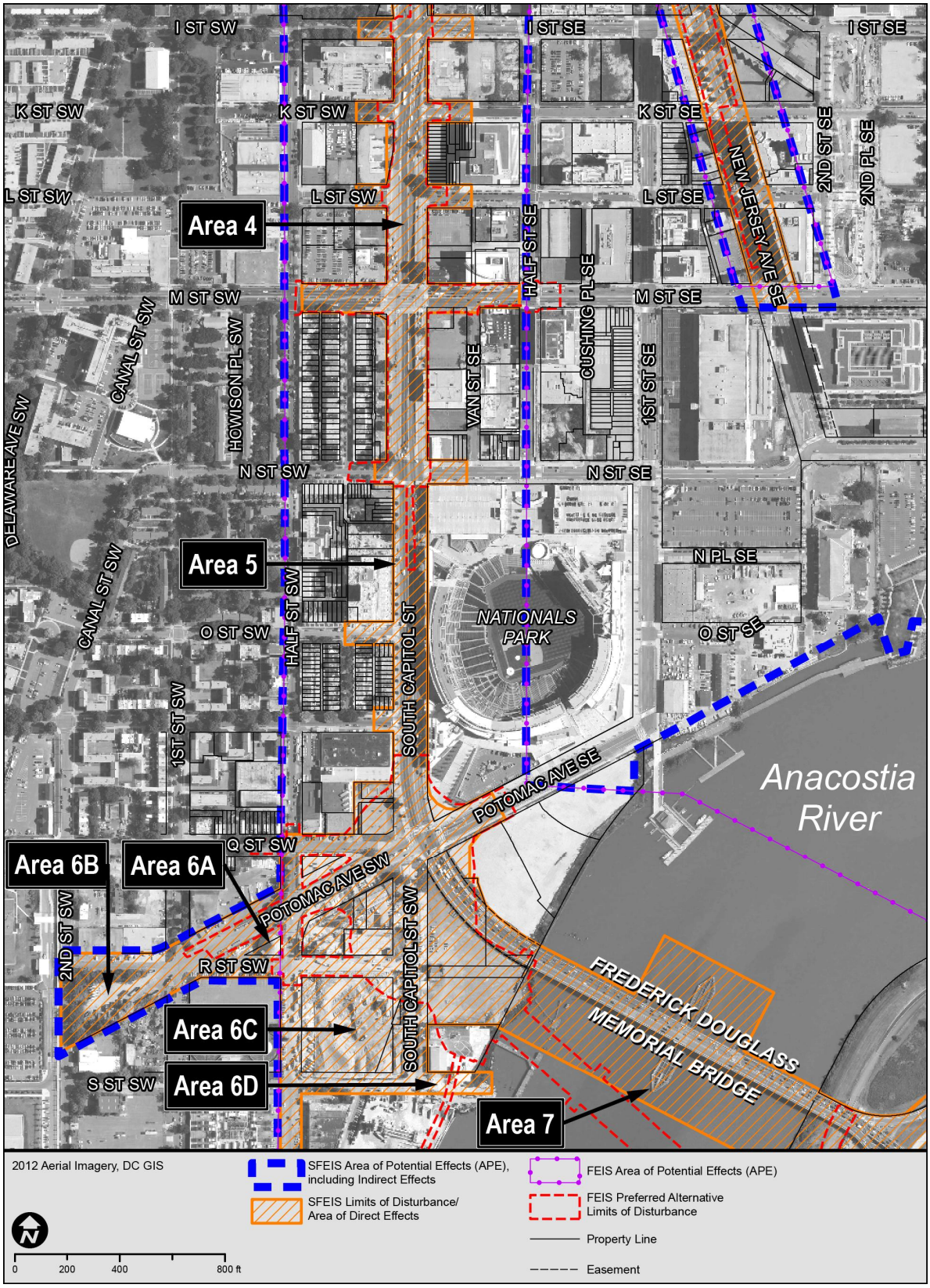


Figure 71. Archaeological Areas; Map 3 of 4

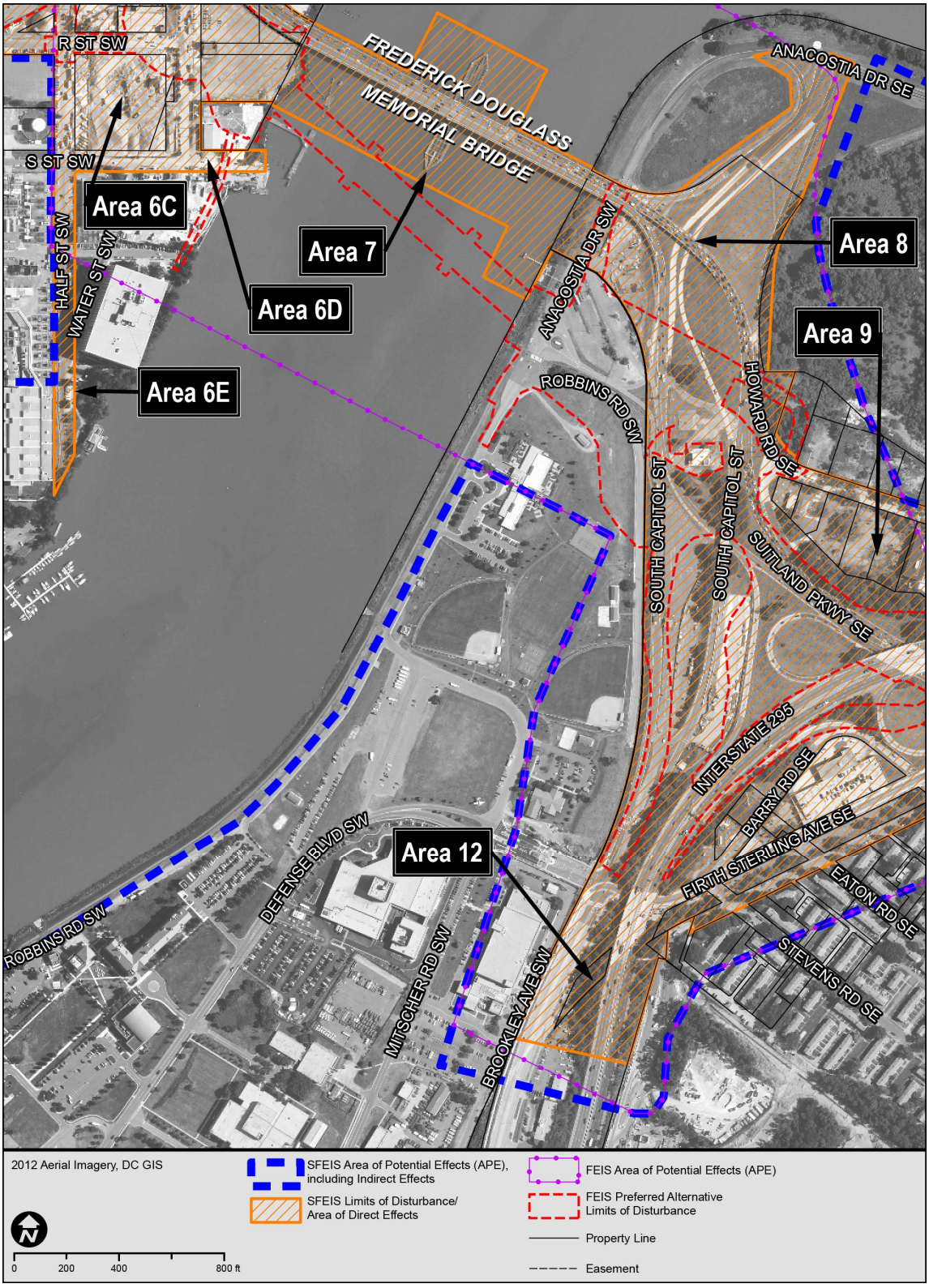


Figure 72. Archaeological Areas; Map 4 of 4

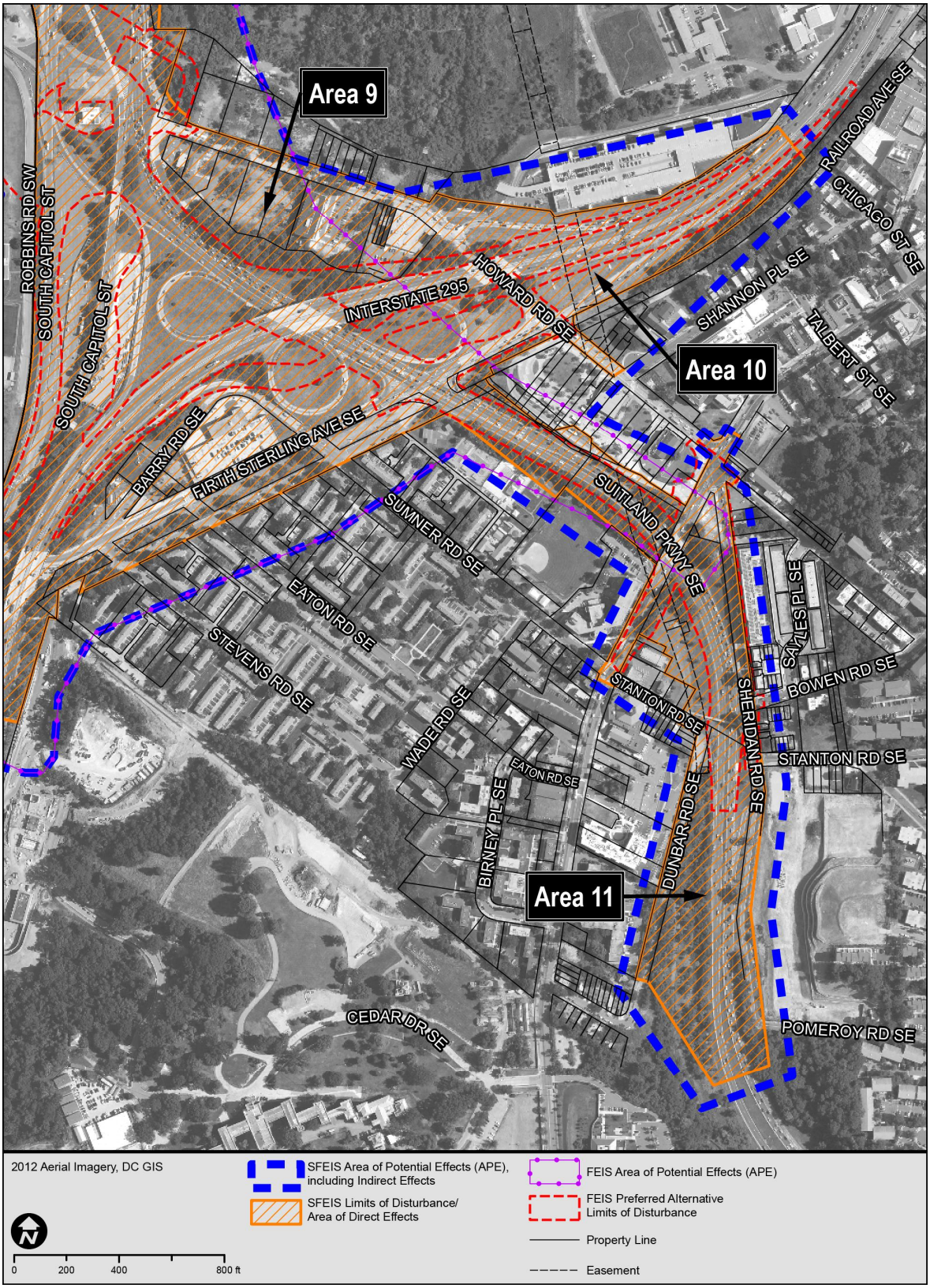


Figure 73. Archaeological Evaluation of Revised Limits of Disturbance

Area	Revised LOD	Archaeological Sensitivity
1	Extension of LOD on South Capitol Street and New Jersey Avenue NE north of Virginia Avenue NE	Effects in roadway – low archaeological sensitivity
2	Expansion of LOD along ramps to SE/SW Freeway – south to I Street	Area of prior disturbance and fill – low archaeological sensitivity
3	New LOD along south of I-395 between South Capitol Street and New Jersey Avenue NE	Area of prior disturbance and fill – low archaeological sensitivity
4	Minor expansion of LOD at intersection of South Capitol Street and I, K, L and N Streets	Effects in roadway – low archaeological sensitivity
5	New LOD along South Capitol Street between N and P Streets	Effects in roadway – low archaeological sensitivity
6	New LOD along South Capitol Street from N Street to Potomac Avenue (Subareas 6A to 6E discussed in text below)	Most effects limited to roadway – low archaeological sensitivity
7	Realignment of bridge to parallel existing bridge	New underwater LOD in area disturbed by dredging and bridge construction – low archaeological sensitivity
8	Expansion of LOD on Poplar Point north of the alignment of Howard Road SE	Artificial fill area – low archaeological sensitivity (except in areas of deep disturbance)
9	Expansion of LOD south of Howard Road SE to Suitland Parkway Expansion of LOD south to Firth Sterling Avenue SE for development of a bike path	Phase I(b) demonstrated prior disturbance – low archaeological sensitivity
10	Expansion of LOD into ramp areas of I-295 north of Howard Road SE	Area of prior disturbance and fill associated with major highway interchange – low archaeological sensitivity
11	Expansion of LOD along Suitland Parkway south Howard Road SE	Area of prior disturbance and fill associated with highway construction – low archaeological sensitivity
12	Expansion of LOD along I-295 south of Stevens Road SE.	Area of prior disturbance and fill associated with highway construction – low archaeological sensitivity

5.6 Potential Archaeological Effects from the Revised Preferred Alternative

The section includes a detailed discussion of the LOD for the Revised Preferred Alternative, and an assessment of the potential effects to previously unrecorded archaeological resources.

Area 1: This modification represents new LOD along South Capitol Street and New Jersey Avenue NE, north of Virginia Avenue SE (Figure 67). However, the new area of disturbance will occur within and adjacent to the existing roadways, which have been previously identified as areas of low archaeological potential. As a result, the revised LOD in this area will not change the determination included in the FEIS that there is limited potential to affect archaeological resources and that no additional archaeological investigations are warranted.

Area 2: This modification includes new LOD along the southbound ramps from I-695 to South Capitol Street. The majority of the new LOD in this ramp area is located on elevated roadways and retained earth ramps. This new LOD may include limited soil disturbance directly adjacent to the roadway or within open road medians. The FEIS identified this as an area of low potential and the minor new soil disturbance would not justify additional investigation. As a result, the revised LOD in this area will not change the FEIS determination that there is limited potential to affect archaeological resources and that no additional archaeological investigations are warranted.

Area 3: The revised LOD includes additional areas along the south side of the elevated I-695 freeway between South Capitol Street and New Jersey Avenue SE (Figure 67). This area was not included in the FEIS LOD; however, the anticipated construction activities in this area will not result in additional soil disturbance and will have no effect on archaeological resources.

Area 4: The revised LOD in this area includes minor extensions at the east and the west of the intersection of South Capitol Street and I, K and L Streets NE, extensions east and west along M Street (Figure 68). However, the new areas of disturbance will occur within the roadways that the FEIS identified as areas of low archaeological potential. As a result, the revised LOD in this area will not change the FEIS determination that there is limited potential to affect archaeological resources and that no additional archaeological investigations are warranted.

Area 5: This modification includes new LOD along South Capitol Street between N and P Streets NE (Figure 68). However, the new LOD occurs within the existing roadways that the FEIS identified as areas of low archaeological potential. As a result, the revised LOD in this area will not change the FEIS determination that there is limited potential to affect archaeological resources and that no additional investigations are warranted.

Area 6: Figure 68 shows that the LOD defined in the FEIS conformed to the area surrounding the west traffic oval at the intersection of South Capitol Street and Potomac Avenue. In the SDEIS, the revised LOD has been extended on the west and south to include:

- Area 6A: Extension of the LOD along Potomac Avenue and R Street SW, and east to 2nd Street SW (Figure 68). The revised LOD will be limited to work within the roadways, which have been previously identified as an area of low archaeological potential. As a result, the revised LOD in this area will not change the determination included in the FEIS that there is limited potential to affect archaeological resources and that no additional archaeological investigations are warranted.
- Area 6B: The open triangular block (Reservation 243 in the L'Enfant Plan for the City of Washington, DC) will be used for construction staging (Figure 68). The bulk of the block is currently paved and used for storage of trucks and heavy-duty salvaged material. Construction-related disturbance in this area is likely to be limited to repaving and will

have limited potential to additionally disturb this heavily modified land surface, which contained railroad tracks during much of its earlier historic use.

- Area 6C: Another modification to the SDEIS LOD includes the block bound by R Street SW (north), S Street SW (south), South Capitol Street (east), and Half Street SW (west). The entire block is paved and is currently utilized for the storage of bulk salvaged building material (Figure 68). Although there will be limited soil disturbance along the eastern edge of this block related to a planned retaining wall, no soil disturbance is anticipated in the interior of the block. The eastern portion of the block was included in the LOD assessed for the FEIS, and was determined to have low archaeological potential. As a result, the revised LOD in this area will not change the determination included in the FEIS that there is limited potential to affect archaeological resources and that no additional investigations are warranted.
- Area 6D: This is a minor extension of the LOD along S Street SW from Half Street SW east to the shoreline (Figure 68). Disturbance in this area will be limited to utility work within the roadway, which has been identified as an area of limited archaeological potential. As a result, there will be no change in the potential effects to archaeological resources included in the FEIS. The revised LOD in this area will not change the determination included in the FEIS that there is limited potential to affect archaeological resources and that no additional archaeological investigations are warranted.
- Area 6E: This is a minor extension of new LOD along Half Street SW south to the shore line (Figure 68). Disturbance in this area will be limited to utility work within the roadway, which has been identified as an area of limited archaeological potential. As a result, the revised LOD in this area will not change the determination included in the FEIS that there is limited potential to affect archaeological resources and that no additional investigations are warranted.

Area 7: One of the major design modifications made between the FEIS and the SDEIS was the realignment of the new bridge that will replace the current Frederick Douglass Memorial Bridge. The new bridge alignment is parallel to the existing Frederick Douglass Memorial Bridge (Figure 68). During the FEIS, it was concluded that the potential for effects to underwater archaeological resources was minimal. This conclusion was based on a history of repeated dredging of the river bottom to maintain the shipping channel to the Navy Yard, as well as large amounts of disturbance from prior construction activities associated with the existing bridge. Since the underwater LOD for the new bridge will be moved even closer to the area disturbed by prior bridge construction, anticipated effects to underwater archaeological resources will be further reduced. As a result, the revised LOD in this area will not change the determination included in the FEIS that there is a limited potential to affect archaeological resources and that no additional archaeological investigations are warranted.

Area 8: Because the eastern end of the bridge will shift to the north, the LOD associated with the development of the roadway interchange will also shift north on Poplar Point. This new area of LOD will occur in a portion of the Anacostia River shoreline where historical

filling operations have extended the original eastern shoreline as much as 800 feet west into the original river bed (Figures 69-70). As a result, the near surface soils in this area represent as much as 10 to 15 feet of re-deposited historical fill with no potential to contain intact archaeological deposits or features. The notable exception to this would be deep construction effects that extend through the fill and, therefore, have the potential to disturb intact buried land surfaces. During the FEIS, a geomorphological analysis concluded that these areas of deep disturbance would be limited to structural piers at the Anacostia end of the bridge. The piers will be constructed on the existing shoreline in order to support the bridge ramps as they descend to the at-grade roadway system. The deepest piers will be constructed near the existing shoreline in areas that were once open water or mud flats and that are now deeply buried by fill. It is possible that some piers will be constructed far enough inland that they will extend into and have an impact on intact buried land surfaces associated with Poplar Point. However, given the character of the original landform, these effects are likely to occur along the littoral margin of Poplar Point, in areas of beach or eroded river banks, which were considered to have a relatively low potential for significant archaeological features (DDOT 2007).

Since the FEIS, additional archaeological investigations associated with the replacement of the 11th Street Bridge have located deeply buried archaeological resources that construction of bridge piers would disturb (DDOT 2011). However, the topographic settings for the two bridges are somewhat different, which suggests a lower potential for effects to buried archaeological resources at the new bridge that will replace the current Frederick Douglass Memorial Bridge. The area adjacent to the southern end of the 11th Street Bridge is characterized by a much narrower band of historic fill along the original shoreline. As a result, the bridge piers for the new 11th Street Bridge extended further inland and had greater potential to penetrate the historic fill and impact intact portions of the original landforms near the shoreline. By contrast, the area adjacent to the south end of the new Frederick Douglass Memorial Bridge extended the shoreline further from the original area of Poplar Point. As a result, the bridge piers for the new Frederick Douglass Memorial Bridge will be constructed in a much wider and deeper area of historic fill, and will have less chance to impact the original Poplar Point land surfaces. As a result, the original conclusions included in the Phase I(b) survey remain valid; the potential for effects on archaeological resources in this area is low and no additional archaeological investigations are warranted.

Area 9: East of the new bridge, SDEIS modifications extend the LOD associated with each segment of the major highway interchange of South Capitol Street, I-295 and Suitland Parkway (Figures 69-70). This includes the extension of the LOD north of the interchange toward Howard Road SE. Construction effects in this area are anticipated to be minor and will not affect existing structures along the south side of Howard Road SE. While potential prehistoric archaeological resources were purported to be in this area (behind the Howard Road Academy), Phase I(b) subsurface testing in this area verified a large amount of prior disturbance and did not locate any intact archaeological deposits. As a result, the revised LOD in this area does not have the potential to affect archaeological resources. There will also be a new area of revised LOD for the construction of a bike path, south of Firth Sterling

Avenue SE. As this area of new LOD is directly adjacent to the highway and its interchange ramps, it has low potential for archaeological resources due to the large amount of disturbance from prior construction activities. The revised LOD in either of these areas will not change the determination included in the FEIS that there is a limited potential to affect archaeological resources and that no additional investigations are warranted.

Area 10: This area of new LOD extends soil disturbance along both sides of roadway and northern ramps for I-295 north of Howard Road SE (Figure 70). These areas, which are directly adjacent to I-295 and its interchange ramps, are considered to have low potential for archaeological resources because of the large amount of disturbance from prior construction activities. Furthermore, geomorphological analysis conducted during the Phase I(b) testing on Poplar Point concluded that major portions of the interchange area had been subjected to landscape modification, including substantial amounts of fill used to raise the interchange above the original historic land surface. Although the revised LOD for the SDEIS extends potential soil disturbance beyond that evaluated for the FEIS, these areas of new LOD are considered to have low archaeological potential. As a result, the revised LOD in this area will not change the determination included in the FEIS that there is a limited potential to affect archaeological resources and that no additional investigations are warranted.

Area 11: This area of revised LOD extends the area of soil disturbance along both sides of roadway and ramps for Suitland Parkway south of Stanton Road SE (Figure 70). As these areas are directly adjacent to the highway and its interchange ramps, they are considered to have low potential for archaeological resources due to the large amount of disturbance from prior construction activities. In addition, geomorphological analysis conducted during the Phase I(b) testing of Poplar Point noted deep fill episodes in the southwestern portion of the Project area in the interchange quadrants of Suitland Parkway and I-295. A thick layer of fill (between 10 and 25 feet in depth) was placed over the earlier landscape before construction of the interchange.

The southern extent of the revised LOD along Suitland Parkway is wider that of the other legs of the interchange and include open areas on either side of the roadway. However, as this historic parkway included a wider band of artificial landscaping along its alignment, the area of prior disturbance and landscape modification extends out to a greater distance than the other roadways in the area. As a result, these new extended areas of revised LOD are considered to have low archaeological potential. The determination included in the FEIS that there is a limited potential to affect archaeological resources and that no additional investigations are warranted is maintained.

Area 12: This area of revised LOD extends the area of soil disturbance along both sides of the roadway and southern ramps for I-295 and South Capitol Street south of Stevens Road SE (Figure 69). These new areas of soil disturbance will be in medians and along both sides of the existing roadways. Like the extension of LOD along the other legs of this major highway interchange, these limited areas of new disturbance will be in areas that have already been heavily disturbed by prior construction. As a result, the revised LOD in this

area will not change the determination included in the FEIS that there is a limited potential to affect archaeological resources and that no additional investigations are warranted.

5.7 Conclusions

An analysis of the potential effects of the Revised Preferred Alternative indicates that it will have no effect on previously identified archaeological resources.

The areas of new LOD for the Revised Preferred Alternative occur in areas that the previous Phase I(a) and Phase I(b) investigations identified as having limited archaeological potential. Therefore, additional archaeological investigations of the revised LOD of Areas 1, 2, 3, 4, 5, 6A, 6B, 6C, 6D, 6E, 7, 8, 9, 10, 11 and 12 are not recommended.

chapter 6.0
conclusion

Because of changes to the previously evaluated South Capitol Street Project and an introduction of a Revised Preferred Alternative, a reassessment of effects was completed as part of compliance with Section 106. A revised APE was developed in 2014 in consultation with staff of the DC SHPO and consulting parties. In July 2014, DDOT and FHWA held a meeting to discuss preliminary effects assessments with the consulting parties and staff from the DC SHPO and the ACHP. Comments received at that meeting were incorporated into the effects assessments included in this report. Additional comments on a draft version of this report received from the DC SHPO in correspondence dated September 18, 2014; from the ACHP on September 30, 2014; and the Capitol Hill Restoration Society on September 14, 2014, have been considered and incorporated into this final report and will also be incorporated into the revised MOA, which is currently being developed.

No previously identified archaeological sites are present within the current Project's LOD. Additional assessments indicate that there is a low archaeological sensitivity for areas in the revised LOD within the revised APE. Therefore, no archaeological resources will be affected by the proposed Project.

The revised APE contains twenty-three built historic properties. Four National Historic Landmarks; eighteen historic properties listed in or determined eligible for the NRHP; and one potentially eligible historic property have been identified within the Project's revised APE.

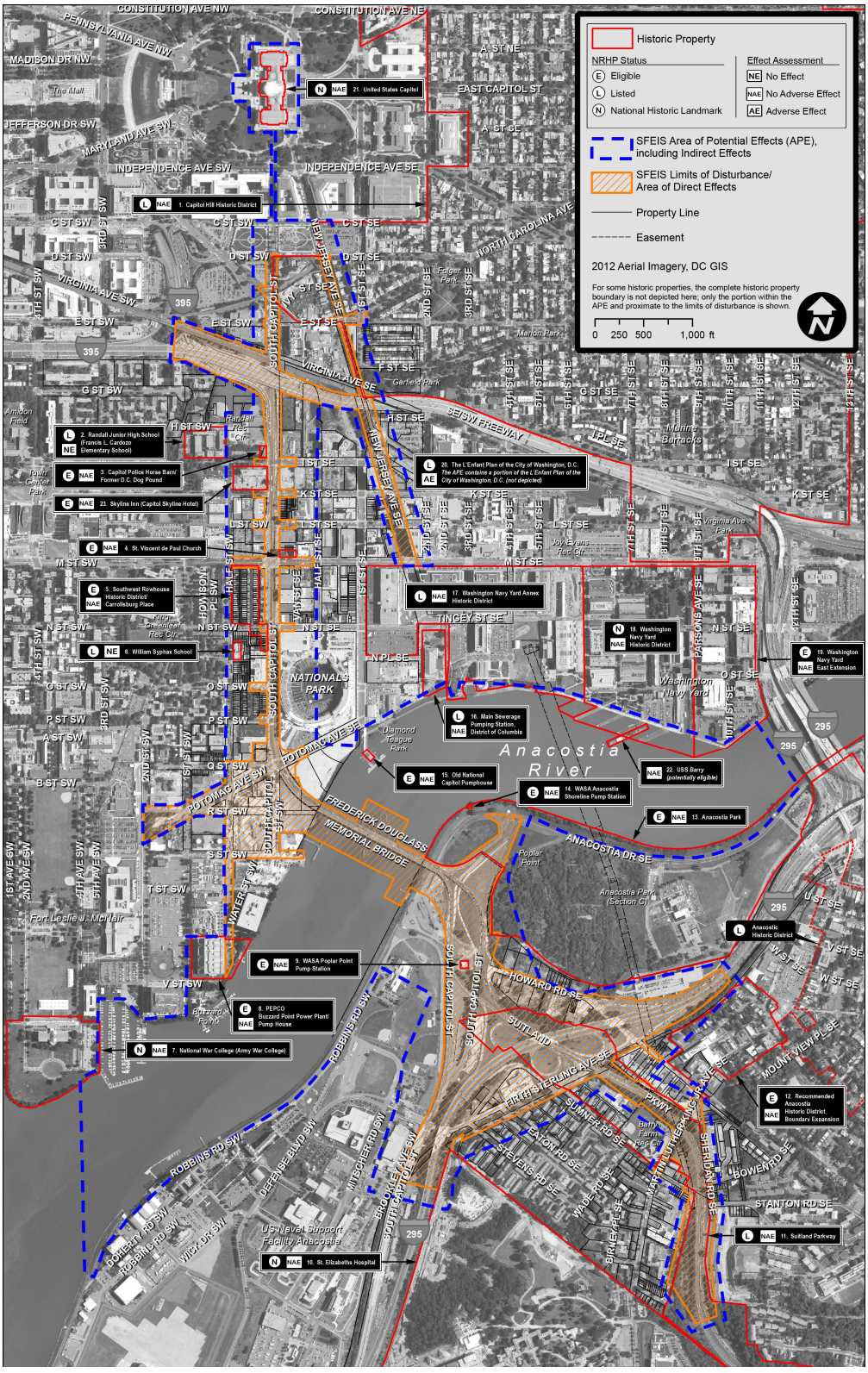
The South Capitol Street Project will have no effect on two historic properties; no adverse effect on twenty historic properties; and an adverse effect on one historic property, the L'Enfant Plan of the City of Washington, DC. The proposed Project will alter the historic L'Enfant Plan in the vicinity of South Capitol Street and Potomac Avenue SW, where the west traffic oval would be installed, changing the street grid in the vicinity of Q and R Streets SW and the axial alignment of Potomac Avenue SW. Therefore, there will be an adverse effect to historic properties from the South Capitol Street Project.

The effects determination for each property is included in Figure 74 and also depicted on the map included as Figure 75.

Figure 74. Effects Determinations for Historic Properties within the Revised APE

MAP KEY NUMBER	HISTORIC PROPERTY NAME	EFFECT DETERMINATION
1	Capitol Hill Historic District	No Adverse Effect
2	Randall Junior High School (Francis L. Cardozo Elementary School)	No Effect
3	Capitol Police Horse Barn/Former D.C. Dog Pound	No Adverse Effect
4	St. Vincent de Paul Church	No Adverse Effect
5	Southwest Rowhouse Historic District/Carrollsburg Place	No Adverse Effect
6	William Syphax School	No Effect
7	National War College (Army War College)	No Adverse Effect
8	PEPCO Buzzard Point Power Plant/Pump House	No Adverse Effect
9	WASA Poplar Point Pump Station	No Adverse Effect
10	St. Elizabeths Hospital	No Adverse Effect
11	Suitland Parkway	No Adverse Effect
12	Recommended Anacostia Historic District Boundary Expansion	No Adverse Effect
13	Anacostia Park	No Adverse Effect
14	WASA Anacostia Shoreline Pump Station	No Adverse Effect
15	Old National Capitol Pumphouse	No Adverse Effect
16	Main Sewerage Pumping Station, District of Columbia	No Adverse Effect
17	Washington Navy Yard Annex Historic District	No Adverse Effect
18	Washington Navy Yard Historic District	No Adverse Effect
19	Washington Navy Yard East Extension	No Adverse Effect
20	The L'Enfant Plan of the City Washington, D.C.	Adverse Effect
21	United States Capitol	No Adverse Effect
22	USS *Barry* (DS *Barry*; note that the historic name is being used for the Section 106 assessment)	No Adverse Effect
23	Skyline Inn	No Adverse Effect
N/A (out of LOD)	51SE012	No Effect
N/A (out of LOD)	51SE024	No Effect
N/A (out of LOD)	51SE034 (Howard Road Historic District)	No Effect
N/A (out of LOD)	51SE071	No Effect

Figure 75. Historic Properties and Assessments of Effect



chapter 7.0
acronyms

ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
CFA	U.S. Commission of Fine Arts
CFR	Code of Federal Regulations
CHRS	Capitol Hill Restoration Society
CP	Consulting Party
DC	District of Columbia
DC Water	Water and Sewer Authority (District of Columbia)
DC SHPO	District of Columbia State Historic Preservation Office
DDOT	District of Columbia Department of Transportation
DEIS	Draft Environmental Impact Statement
DS	Display Ship
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
JBAB	Joint Base Anacostia Bolling
LOD	Limits of Disturbance
MLK	Martin Luther King
MOA	Memorandum of Agreement
NCPC	National Capital Planning Commission
NE	Northeast
NEPA	National Environmental Policy Act
NHL	National Historic Landmark
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
PA	Programmatic Agreement
PEPCO	Potomac Electric Power Company
RFP	Request for Proposal
ROD	Record of Decision

SCS	South Capitol Street
SE	Southeast
SDEIS	Supplemental Draft Environmental Impact Statement
SHPO	State Historic Preservation Office
STP	Shovel Test Pit
SW	Southwest
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USN	United States Navy
VQCs	Visual Quality Concepts
VQD	Visual Quality Difference
VQR	Visual Quality Ratings
WASA	Washington Area Sewer Authority
WMATA	Washington Metropolitan Area Transit Authority
WNY	Washington Navy Yard

chapter 8.0
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APPENDIX A:

Historic Properties Summary Matrix

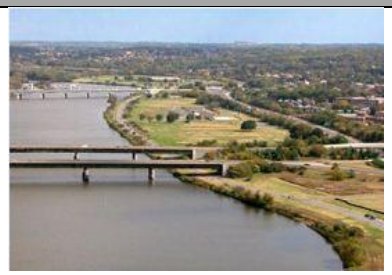
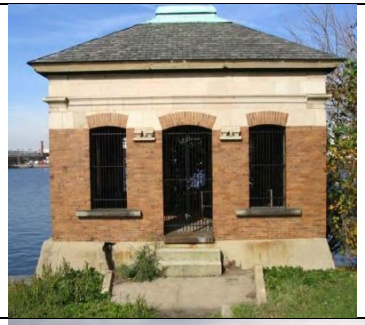
The following matrix summarizes information regarding these historic properties within the South Capitol Street Project's APE, as well as the effects assessment for each property.

HISTORIC PROPERTY IDEN-TIFIER	PHOTOGRAPH	NAME/LOCATION (Washington, D.C.)	DESCRIPTION	NRHP STATUS	EFFECT ASSESSMENT
1		*Capitol Hill Historic District* Roughly bounded by the United States Capitol and related buildings to the west, F Street NE and Constitutional Avenue to the north, 14TH, 13th, and 11th Streets NE to the east, and the Washington Navy Yard and Southeast-Southwest Freeway to the south	Primarily a residential area with 2 to 3-story rowhouses and small frame houses in a variety of architectural styles including Federal, Italianate, Greek Revival, Queen Anne, Romanesque Revival, and vernacular interpretations; began as boarding house community for members of Congress; one of the city's oldest and its largest residential community; includes contributing religious, commercial, institutional, and military buildings as well as several parks.	Listed	No Adverse Effect
2		*Randall Junior High School (Francis L. Cardozo Elementary School)* 61 I Street SW	1906 main block building is a 2-story 7-bay-wide building clad in red brick laid in Flemish bond with limestone trim and detailing accessed by a Colonial Revival entrance; a similar style freestanding building (1912) in red brick was later attached to the main building via the west wing (1927); 1-story red brick east wing (1927) houses the auditorium; later additions do not contribute to the property's significance.	Listed	No Effect
3		*Capitol Police Horse Barn/Former D.C. Dog Pound* Intersection of I Street SW and South Capitol Street	1-story I-plan utilitarian building clad in brick with a wide entry (infilled) and five stall openings along the west elevation; 1943 map labels building as "DC Pound," but originally built as Capitol Police Horse Barn.	Eligible	No Adverse Effect

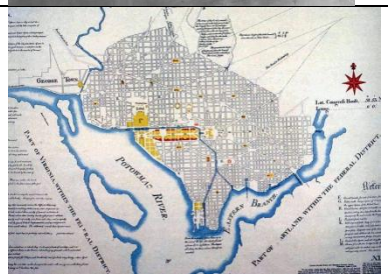
HISTORIC PROPERTY IDEN-TIFIER	PHOTOGRAPH	NAME/LOCATION (Washington, D.C.)	DESCRIPTION	NRHP STATUS	EFFECT ASSESSMENT
4		*St. Vincent de Paul Church* 14 M Street SE	1903 one-and-one-half story Romanesque Revival-style building with ashlar-cut granite block walls and limestone trim; a 1-story rectory (1921) is located east of building; the rectory was renovated and connected to the building ca. 1965 and does not contribute to the property's significance.	Eligible	No Adverse Effect
5		*Southwest Rowhouse Historic District/ Carrollsburg Place* 1200 Block of Carrollsburg Place SW, 1200 Block of Half Street SW, east side, 4-10 N Street SW, 1301-1317 South Capitol Street	Residential historic district with a collection of modest 2-story brick rowhouses constructed for working-class residents; includes an early public housing prototype (Carrollsburg Place) constructed by the Sanitary Housing Commission; includes 1 non-contributing commercial building; survived mid-twentieth-century urban renewal efforts that raised the majority of the southwest quadrant.	Eligible	No Adverse Effect
6		*William Syphax School* 1360 Half Street SW	1902 2-story Colonial Revival-style public school building; 3-bay-wide building has red brick walls and terra-cotta, wood, and wrought iron trim; Two 2-story additions (1941; 1953) built to the north were also executed in the Colonial Revival style.	Listed	No Effect

HISTORIC PROPERTY IDEN-TIFIER	PHOTOGRAPH	NAME/LOCATION (Washington, D.C.)	DESCRIPTION	NRHP STATUS	EFFECT ASSESSMENT
7		*National War College (Army War College)* Fort Leslie J. McNair, P Street, between 3rd and 4th Streets SW; bounded by D Street SW to the north, the Anacostia River to the east, the Anacostia River to the south, and the Potomac River's Washington Channel to the west.	3-story Neoclassical-style building constructed following a Beaux Arts plan with red brick walls and limestone trim; features a domed central pavilion and 2 lateral 12-bay-wide wings; faces north onto a quarter-mile greensward.	National Historic Landmark	No Adverse Effect
8		*PEPCO Buzzard Point Power Plant/Pump House* The PEPCO Buzzard Point Power Plant is located at 1930 1st Street SW; the PEPCO Buzzard Point Power Plant's Pump Station is located at 2000 Half Street SW.	3-story "stripped" Art Deco-style power plant with buff-colored brick walls and a 1-story cast stone office (facade); expanded twice to increase the number of generators (1940; 1943); associated 2-story brick pump station is a contributing resource and the pump station's setback second story is an addition.	Eligible	No Adverse Effect
9		*WASA Poplar Point Pump Station* Located in a narrow strip of land in the middle of the Suitland Parkway's inbound and outbound lanes as it approaches the Frederick Douglass Memorial Bridge.	2-story stripped Art Deco-style pump station with concrete and pebbled stucco walls; first-story windows are infilled with concrete blocks and the second-story windows have been replaced.	Eligible	No Adverse Effect

HISTORIC PROPERTY IDEN-TIFIER	PHOTOGRAPH	NAME/LOCATION (Washington, D.C.)	DESCRIPTION	NRHP STATUS	EFFECT ASSESSMENT
10		*St. Elizabeths Hospital* 2700 Martin Luther King Jr. Avenue SE	The hospital's 182-acre campus is a historic district that includes 80 contributing buildings, 1 contributing site, 1 contributing structure, and 15 noncontributing buildings; the Gothic Revival-style Center Building (1853-1895) was the first building erected on the hospital's grounds and other contributing buildings were designed in period revival styles; one of the nation's earliest institutions for the treatment of mental illness.	National Historic Landmark	No Adverse Effect
11		*Suitland Parkway* Extends from the Anacostia River at South Capitol Street to the Marlboro Pike, Maryland.	Parkway linking Andrews Air Force Base with Washington, DC; 9.18 miles of roadway (2.8 in the District of Columbia and 6.38 in Maryland); authorized in 1937; a new type of road that combined parkway principles with freeway efficiency.	Listed	No Adverse Effect
12		*Recommended Anacostia Historic District Boundary Expansion* Roughly bounded by Shannon Place SE, Chicago Street SE, Martin Luther King, Jr. Avenue SE, Howard Road, CSX Railroad tracks	The Anacostia Historic District (NRHP 1978) includes buildings constructed between 1870 and 1930, and includes residential, religious, and commercial buildings; the boundary expansion includes 99 contributing building and the majority of these resources date to the 1910s and 20s; resources include wood frame and brick residential, educational, religious, and commercial buildings that reflect Anacostia's continued development through the mid-20th century; contributing resources were built within the Anacostia Historic District's period of significance (1854-1940).	Eligible	No Adverse Effect

HISTORIC PROPERTY IDEN-TIFIER	PHOTOGRAPH	NAME/LOCATION (Washington, D.C.)	DESCRIPTION	NRHP STATUS	EFFECT ASSESSMENT
13		*Anacostia Park* Along the Anacostia River from the Frederick Douglass Memorial Bridge to the Washington, DC, boundary.	1,200 acre park that is one of the District of Columbia's largest recreational areas; created from mud flats during the early 20th century as an integral part of the 1902 McMillan Plan for Washington, DC; became the Bonus Army's base of operation for petitioning the government (1932) and a shantytown was established; site of golf course constructed by the government (1930s) for African Americans to forestall desegregation of public facilities.	Eligible	No Adverse Effect
14		*WASA Anacostia Shoreline Pump Station* Located on the Anacostia River's south bank at an elbow in the river known as Poplar Point	Small 1-story pavilion built in a split-level fashion with red brick walls and decorative stone trim; provides shelter for control wheels and valves; associated with the Main Sewerage Pumping Station and is the closest landfall for sewer pipes crossing beneath the Anacostia River from the main pumping station.	Eligible	No Adverse Effect
15		*Old National Capitol Pumphouse* Sits on piers adjacent the Anacostia River's west bank, south of the intersection of Potomac Avenue SE and 1st Street SE	1-story rectangular-plan pumphouse with red brick walls; Mediterranean-influenced design.	Eligible	No Adverse Effect

HISTORIC PROPERTY IDEN-TIFIER	PHOTOGRAPH	NAME/LOCATION (Washington, D.C.)	DESCRIPTION	NRHP STATUS	EFFECT ASSESSMENT
16		*Main Sewerage Pumping Station, District of Columbia* 125 O Street SE	Beaux Arts sewage pumping station reflecting late Renaissance Revival-style features; steel-frame building with red brick walls, featuring stone quoins, beltcourses, cornice brackets, pediment dormers, and capitals.	Listed	No Adverse Effect
17		*Washington Navy Yard Annex Historic District* Bounded by M Street SE to the north, Isaac Hull Avenue to the east, the Anacostia River to the south, and 2nd Street SE to the west	Westward development of the Washington Navy Yard that includes one of the city's largest concentrations of industrial architecture; 60-acre complex; major site of U.S. naval gun manufacture since ca. 1850 and served as the center of naval weapons production during World Wars I and II; renamed the Naval Gun Factory in 1945 and production stopped in 1962.	Listed	No Adverse Effect
18		*Washington Navy Yard Historic District* 8th and M Streets SE (Main Entrance), bounded by the Anacostia River to the south	Late Victorian-era 42 acre district includes approximately 45 major historic buildings and structures as well as numerous support buildings; design initiated by Benjamin Latrobe—selected by Thomas Jefferson; served as a site for naval shipbuilding and later for naval gun manufacture.	National Historic Landmark	No Adverse Effect

HISTORIC PROPERTY IDEN-TIFIER	PHOTOGRAPH	NAME/LOCATION (Washington, D.C.)	DESCRIPTION	NRHP STATUS	EFFECT ASSESSMENT
19		*Washington Navy Yard East Extension* Bounded by M Street SE to the north, the Anacostia River to the south, and 2nd Street SE to the west	Eastward development of the existing Washington Navy Yard beginning in 1902 with the most comprehensive building campaign dating from circa 1918-1944; work conducted in this portion of the Navy Yard was critical to naval weapons development and testing during World Wars I and II.	Eligible	No Adverse Effect
20		*The L'Enfant Plan of the City Washington, D.C.* Roughly bounded by Florida Avenue from Rock Circle NW to 15 Street NE, south to C Street, and east to the Anacostia River.	Baroque city plan with Beaux Arts modifications; designed by Pierre L'Enfant; regular orthogonal grid with numerically and alphabetically designated streets, intersected by diagonal avenues; historic and contemporary system of parks and medians; 1901-02 McMillan Commission recommendations resulted in physical changes for urban development; contributing features include but are not limited to avenues, parks, and reservations.	Listed	Adverse Effect
21		*United States Capitol* Capitol Hill	English Neoclassical/Federal design that represents the work of architects William Thornton, Benjamin Henry Latrobe, Charles Bulfinch, and Thomas U. Walter. Characterized by horizontal massing topped by a dome and adorned with attenuated elements and lavish Corinthian motifs.	NHL	No Adverse Effect

HISTORIC PROPERTY IDEN-TIFIER	PHOTOGRAPH	NAME/LOCATION (Washington, D.C.)	DESCRIPTION	NRHP STATUS	EFFECT ASSESSMENT
22		USS *Barry* (DS *Barry*; note that the historic name is being used for the Section 106 assessment) Anacostia River, Washington Navy Yard	Commissioned in 1956 by the US Navy and constructed in Bath, Maine, the USS *Barry* (DD-933) is a 2,780-ton Forrest Sherman class destroyer named in honor of Commodore John Barry (1745-1803). After that second tour, the USS *Barry* was decommissioned in November 1982. The ship has been moored at the Washington Navy Yard since 1983.	Potentially Eligible (The Navy and the DC SHPO are currently resolving eligibility; ship is being treated as eligible for Project purposes only.)	No Adverse Effect
23		Skyline Inn 10 I Street SW	Seven-story hotel building completed in 1963. Designed by architect Morris Lapidus, while he led the firm Lapidus, Harle & Liebman. Although restrained and originally designed with a Colonial Revival interior in response to Washington's more conservative architectural milieu, the building responds to architectural tenets of the modern era. The Skyline Inn was the Southwest's first hotel, constructed as a result of the urban renewal project carried out in Southwest Washington between 1945 and 1973.	Eligible per comments from the DC SHPO on September 18, 2014	No Adverse Effect

APPENDIX B:

DC State Historic Preservation Office Determination of Eligibility Form for the Skyline Inn

DC STATE HISTORIC PRESERVATION OFFICE DETERMINATION OF ELIGIBILITY FORM

PROPERTY INFORMATION

Property Name(s): Skyline Inn, Capitol Skyline Hotel, Best Western Capitol Skyline
Street Address(es): 10 I Street SW, Washington, D.C. 20024

Square(s) and Lot(s): Square Number 646, Lot 802

Property Owner(s): South Capitol Holdings, LLC

Please include a current map(s) to indicate the location of the property/properties.

The property/properties is/are being evaluated for potential historical significance as/for:

☒ An individual building or structure.

☐ A contributing element of a historic district (specify):

☐ A possible expansion of a historic district (specify):

☐ A previously unevaluated historic district to be known as (specify):

☐ An archaeological resource with site number(s) (specify):

☐ An object (e.g. statue, stone marker etc.) (specify):

☐ A new multiple property/thematic study regarding (specify):

☐ Association with a multiple property/thematic study (specify):

☐ Other (specify):

Description, rationale for determination, photos & other pertinent information (enter below):

Introduction
Completed in 1963, the seven-story Skyline Inn has a rectangular-plan footprint and occupies Square 646 in the Southwest quadrant of Washington, D.C. Square 646 constitutes a single block bounded by I Street SW, South Capitol Street SW, K Street SW, and Half Street SW. A one-story ell extends from the rectangular-plan hotel's rear, south elevation and the building's west elevation. The building shares Square 646 with an L-shaped, surface-level parking lot, an in-ground swimming pool, and a concrete patio. The building sits on a concrete foundation, has a reinforced-concrete frame,

and the exterior is clad in concrete stucco, treated in a rough pebble-dash finish in some areas and stamped in others.

Designed by architect Morris Lapidus, while he led the firm Lapidus, Harle & Liebman in New York, the Skyline Inn responds to architectural tenets of the modern era. Lapidus is best known for his lavish and glamorous Miami Beach hotels and resorts, often regarded as gaudy by his Modernist critics. The Skyline Inn was constructed as a result of the urban renewal project carried out in Southwest Washington between 1945 and 1973. During this period, buildings on approximately 550 acres in the District's Southwest quadrant were demolished. The building's original name is the Skyline Inn, but the hotel has also operated as the Best Western Capitol Skyline and today operates under the name Capitol Skyline Hotel.

This Determination of Eligibility (DOE) includes a brief discussion of the building's physical appearance and alterations, the property's historic context, and an NRHP eligibility assessment.

Historic Context

Southwest Washington, D.C., Urban Renewal

The Skyline Inn in Southwest Washington, DC, presently occupies a block that became available for development as a result of the urban renewal effort to redevelop the District's Southwest quadrant between 1945 and 1973. This large-scale effort was among the nation's earliest urban renewal undertakings and the first of its size executed in the District of Columbia. Though the Southwest urban renewal area does not qualify as the District's largest redevelopment effort, as a full-scale attempt to demolish and rebuild the majority of the Southwest quadrant, it represents the most comprehensive and all-inclusive urban renewal project ever carried out in Washington, DC, to date. The project set several precedents for urban renewal practices throughout the United States, including using design competitions to commission buildings and structures.[1]

The D.C. Redevelopment Land Agency (RLA), created by the Redevelopment Act of 1945, initiated the project in 1950, after a Comprehensive Plan published by the National Capital Park and Planning Commission (NCPPC) identified the Southwest quadrant as a "problem area." Consequently, these findings ushered in an era of demolition and rebuilding that lasted nearly twenty years. Between 1954 and 1959, buildings occupying approximately 550 acres of land in the area were demolished. With nearly the entire Southwest quadrant leveled by 1959, the area essentially became a venue for experimentation and implementation of the planning and architectural ideologies of the Modern Movement. Though the plans for the project were in effect for a forty-year period, redevelopers completed nearly all of the proposed building by 1973.

[1] Historic American Buildings Survey, Southwest Washington, Urban Renewal Area, Bounded by Independence Avenue, Washington Avenue, South Capitol Street, Canal Street, P Street, Maine Avenue & Washington Channel, Fourteenth Street, D Street, & Twelfth Street, Washington, District of Columbia, DC, Washington, DC, Historic American Buildings Survey #DC-856, 3.

In order to support a high standard for the design of new buildings and sites in the Southwest neighborhoods, the RLA:

"hired nationally renowned architects for many of the plans and projects and employed several tactics in order to actively pursue high quality architectural design. Three specific tactics the RLA cited include: developing site plans for portions of the area, with the aim of visualizing building massing, separations, and the flow of air and light; selling or leasing particular building sites through design competitions (which only occurred later in the process); and engaging an Architectural Advisory Panel to assist architects and developers in coordinating materials, scale, and building orientation between project."[2]

Federal Urban Renewal Commissioner William Slayton outlined the design approach for the Southwest's redevelopment, explaining that:

"We ought not to continue to build the same thing we have been building over and over again. We ought to try some new ideas, some new relationships between buildings, some other types of units - all sorts of different ideas for urban living."[3]

Initially, the redevelopment plan's Project Area C encompassed the quadrant's Square 646, the Skyline Inn's present location. Project Area C included approximately 442 acres of Southwest Washington, roughly bounded by I Street SW, South Capitol Street SW, Maine Avenue SW, and P Street SW. In 1955, redevelopers proposed that a 30.5-acre section of Project Area C be separated and treated as Project Area C-1. In early 1956, D.C. Commissioners approved this new section, as they realized that the smaller Project Area C-1 could be developed faster and more efficiently as a separate entity.[4] Prior to this distinction, a public housing development and a portion of the plan's Project Area B physically divided the 30.5 acre section of parcels from an otherwise intact Project Area C. I Street SW, South Capitol Street SW, M Street SW, and Delaware Avenue SW roughly bounded Project Area C-1, which encompassed Square 646. With Project Area C-1 slated for redevelopment by public and private entities, the plan distributed 80 percent of the land area to the District of Columbia, roughly 6 percent for residential use, and the remaining 14.8 percent for commercial development.

Amid the small number of private commercial properties developed in Project Area C-1 during urban renewal, the Skyline Inn was also the first hotel completed in the "new Southwest."[5] Due to the site's close proximity to the interstate, South Capitol Street thoroughfare, and U.S. Capitol Building, Square 646 provided an ideal and easily accessible location for a hotel. The architectural firm Lapidus, Harle & Liebman submitted plans for the Skyline Inn as part of the winning submission to Design Competition No. 4 in 1961. In its entirety, the design included an office building and a

[2] Historic American Buildings Survey, Southwest Washington, Urban Renewal Area, 132.
[3] Historic American Buildings Survey, Southwest Washington, Urban Renewal Area, 132.
[6] Historic American Buildings Survey, Southwest Washington, Urban Renewal Area, 102.
[6] Historic American Buildings Survey, Southwest Washington, Urban Renewal Area, 102.

transportation center (which were not built), in addition to the hotel, which was the only part of the winning submittal that was executed.[6]

In December 1965, the Southwest urban renewal area received the American Institute of Architects' (AIA) first Citation for Excellence in Community Architecture. Individual community projects received awards as well; the Skyline Inn did not receive any awards.[7] Despite the Southwest urban renewal project's accolades, there were also shortcomings. Architectural critic Wolf von Eckardt "called the Southwest's haphazard architectural style's 'incoherent'" and noted "the failure of planning to provide the facilities and structure necessary to make Southwest either part of the city or a self-contained neighborhood of its own."[8] The Skyline Inn has an important historical association with the Southwest urban renewal area, certainly important as a large-scale and ambitious attempt to eradicate decay and blight, but there is not evidence to suggest that the hotel was an outstanding element within the project area or that the building set a precedent for hotel design or commercial development in the new Southwest. However, the Skyline Inn may be notable as the first hotel constructed as part of the project, and the DC SHPO notes that "if being a "first" is noteworthy, one could argue that the Capitol Skyline was the quadrant's first hotel."[9]

Architect Morris Lapidus

Born in Russia in 1902, architect Morris Lapidus immigrated to the United States at an early age. Lapidus studied at New York University and later earned a degree in architecture from Columbia University.[10] His career in architecture began in 1927. Initially, Lapidus found work designing retail store interiors, followed by hotel resort interiors. After receiving his first building commission in the early 1950s, Lapidus went on to design over 200 hotels and 1,200 buildings before he retired in 1984. Lapidus's designs faced criticism for the majority of his career, but critics later regarded him as an icon and a Postmodern master.

Cultivated over time, Lapidus' signature style and design approach became characterized by "broad strokes, juxtaposing modern and traditional forms, as well as color, texture, and light."[11] Discussing architect Erich Mendelssohn's influence on his designs, Lapidus wrote, "I found in his work a tremendous desire to break loose from cubistic and rectangular buildings. His sweeping, curving undulating buildings excited me, and he had a profound influence on my career."[12] The architect often sought to remove right angles from his designs, preferring unusual floor plans and dominant curving, distinctive shapes instead.

[6] Historic American Buildings Survey, Southwest Washington, Urban Renewal Area, 102.
[7] Historic American Buildings Survey, Southwest Washington, Urban Renewal Area, 132, 133.
[8] Historic American Buildings Survey, Southwest Washington, Urban Renewal Area, 132, 133.
[9] DC State Historic Preservation Officer Correspondence to the Federal Highway Administration, September 18, 2014.
[11] Matthew A. Postal, Research Department, Landmarks Preservation Commission, "Summit Hotel," LP-2176, May 17, 2005, 1.
[11] Matthew A. Postal, Research Department, Landmarks Preservation Commission, "Summit Hotel," LP-2176, May 17, 2005, 1.
[12] Morris Lapidus, *An Architecture of Joy* (Miami: E.A. Seemann, 1979), 217.

Morris Lapidus first became well-known for his lavish, over-the-top Miami Beach hotels, most notably the Fontainebleau Hotel (1954) and the Eden Roc Hotel Resort (1955). In contrast to the streamlined Modern architecture of this era, these buildings featured whimsical, curved elements—including amoeba-like cutouts he referred to as "woggles" and "cheese holes"—and glamorous interiors saturated with lavish and glitzy details.[13] Lapidus favored the use of dramatic finishes and decorative elements in his buildings' interiors, rejecting the hallmarks of the Modern Movement and International Style. Built during the destination town's revival, these Miami Beach hotels were often labeled neo-baroque and "modern French chateau." Critics immediately rejected Lapidus' work as obscenely panache, mockingly referring to his unique style as "Miami Beach French."[14]

Several of Lapidus' early-1960s projects designed and constructed during the same timeframe as the Skyline Inn garnered immediate attention from the public and critics. In Miami Beach, his redesign of Lincoln Road (1960) resulted in one of the first pedestrian malls in the United States. Other notable buildings from this era include the Temple Menorah (1962) in Miami Beach and New York's Summit Hotel (1961) and the Americana of New York Hotel (1962).[15] Despite being far removed from the warm resort town of Miami Beach, the New York hotel's featured Lapidus' signature whimsy and creativity. The Summit Hotel was admired for its unusual "S-curve" shape, colorful light and dark green exterior, and a striking stainless-steel sign attached down the building's side elevation.[16]

Many of his critics, primarily Modern Movement purveyors, shunned Lapidus for the remainder of his career. They found these ornate designs perverse, believing all non-functional ornament and decoration should be eschewed from design. Despite these criticisms, Lapidus identified as a Modernist. However, his more elaborate commissions generally only followed the conventions of Modernism in the sense that he rejected the traditional principles of architecture in these designs. In recent years, scholars identified Lapidus as a "postmodernist long before the term existed," and

[15] Allan Horton, "Pattern Recognition," review of *Morris Lapidus: The Architecture of Joy*, by Deborah Desilets, *The Architects Newspaper*, March 18, 2011, http://archpaper.com/news/articles.asp?id=5230#.VCLaz5RdWNg.; Postal, "Summit Hotel," 1, 2.; Joan M. Marter, *The Grove Encyclopedia of American Art, Volume 1* (Oxford, New York: Oxford University Press, 2011), 104.

[15] Allan Horton, "Pattern Recognition," review of *Morris Lapidus: The Architecture of Joy*, by Deborah Desilets, *The Architects Newspaper*, March 18, 2011, http://archpaper.com/news/articles.asp?id=5230#.VCLaz5RdWNg.; Postal, "Summit Hotel," 1, 2.; Joan M. Marter, *The Grove Encyclopedia of American Art, Volume 1* (Oxford, New York: Oxford University Press, 2011), 104.

[15] Allan Horton, "Pattern Recognition," review of *Morris Lapidus: The Architecture of Joy*, by Deborah Desilets, *The Architects Newspaper*, March 18, 2011, http://archpaper.com/news/articles.asp?id=5230#.VCLaz5RdWNg.; Postal, "Summit Hotel," 1, 2.; Joan M. Marter, *The Grove Encyclopedia of American Art, Volume 1* (Oxford, New York: Oxford University Press, 2011), 104.

[16] Postal, "Summit Hotel," 1, 5.

both the Society of Architectural Historians and the Smithsonian Cooper-Hewitt National Design Museum gave him praise and recognition for his work.[17]

The Skyline Inn

While heading the New York-based firm Lapidus, Harle & Liebman, architect Morris Lapidus designed the Skyline Inn. Unlike Lapidus's now-revered Miami Beach resorts, more recently identified as exemplary Postmodern buildings, the Skyline Inn represents a more straightforward expression of Modernism and an interpretation of the movement's International Style blended with Neo-Formalism elements. The building's box-like form and rectangular plan are void of the curved and visually sweeping lines that dominated well-known Lapidus commissions. His decision to execute the Skyline Inn in a more mainstream and streamlined fashion may have stemmed from Lapidus's attempt to deliver a design that would complement the Southwest's ongoing redevelopment projects, as this urban renewal project was characterized by more traditional Modernist architectural and planning trends while respecting the traditional character of other parts of the city. Consequently, the Skyline Inn lacks the panache, exuberance, and grandeur that Lapidus is celebrated for today and instead, the building appropriately responds to the more refined and restrained architectural environment that defines Washington, DC.

While designing the Skyline Inn, Lapidus utilized the hallmarks of Modern architecture, drawing heavily from the International Style's precepts for a modular and repetitive design language. Lapidus employed trademark International Style characteristics, including the building's box-like form and flat roof and the glass curtain walls which comprise the majority of the building's facade and rear elevation.[18] Neo-Formalism elements are notable in the columnar supports and symmetry. Lapidus executed the hotel's lobby in the traditional Colonial Revival style, juxtaposing the building's exterior. He likely made this decision as a nod to the city's generally conservative architectural vocabulary. The traditional lobby also contrasted with the building's other interior spaces, including the restaurant and lounge, as they were streamlined in design. (Recent renovations to the building have incorporated post-Modern furnishings, which detract from the original Colonial Revival spaces.) The building's rectilinear openings, coupled with the juxtaposed Colonial Revival-inspired and Modern interior spaces, are atypical of Lapidus designs. Although the Skyline Inn lacks the whimsy for which he is revered, Lapidus was likely attempting to deliver a design more appropriately suited for Washington, DC, particularly one that was located within view of the United States Capitol Building..[19]

Later, the Skyline Inn operated as the Best Western Capitol Skyline Hotel, before it was purchased by the Rubell family in 2002. Notable Miami Beach hoteliers, the Rubells maintained the hotel's Best Western association, but changed the hotel's name to the Capitol Skyline Inn that year. While the

[19] Parson Brinckerhoff, *Identification of Historic Architectural Resources*, 2005, 4-24.
[19] Parson Brinckerhoff, *Identification of Historic Architectural Resources*, 2005, 4-24.
[19] Parson Brinckerhoff, *Identification of Historic Architectural Resources*, 2005, 4-24.

original exterior and interior finishes remained intact, the building's condition had significantly deteriorated by this time, after years of inadequate maintenance. The building's former owners frequently closed off rooms rather than performing repairs. By 2002, the Skyline Inn's restaurant, several banquet rooms, and many guest rooms were no longer in functioning order. The hotel underwent a year-long renovation, completed in December of 2003, and a second renovation was carried out between 2008 and 2012. Prior to the 2008 renovation, the Rubells dissolved the Best Western contract and now operate the Capitol Skyline Hotel independently.

Lapidus' Washington, DC, Buildings

Morris Lapidus was involved in the design of six buildings in Washington, DC. In addition to the Skyline Inn, these buildings include the International Inn (1962), Chalk House West (1963-66), 1800 G Street NW (1962), 1100 L Street NW (1967), and 1425 K Street NW (1970). The latter three are office buildings. The Skyline Inn, International Inn (Washington Plaza Hotel), and Chalk House West (Riverside Condominium Apartments) were included in *DC Modern: A Context for Modernism in the District of Columbia, 1945-1976's* "List of Representative Examples of Modern Architecture".[20] According to this study, "Listing in this inventory does not indicate that a property is eligible for inclusion in the National Register of Historic Places or the DC Inventory of Historic Sites. Rather, the selected resources merit consideration, and in some cases, further investigation for a more complete understanding of significance."[21] The office buildings are not included in the study's list; the building at 1425 K Street NW has been substantially altered.

No information about the Skyline Inn's historical or architectural significance is included in the study or the representative list. The list does include a column entitled "Selected Notes," which references a *Washington Post* article from September 17, 1971, for the Skyline Inn. This article, "Calendar: September 17-23," includes details about a performance held at the hotel and does not include any pertinent information about the Skyline Inn.[22]

International Inn

The International Inn, today the Washington Plaza Hotel, is located at 10 Thomas Circle NW and was completed in 1962. The hotel marked Thomas Circle's transition from residential to commercial. The building features an interesting blend of the International Style and Expressionist motifs. The building features a notable curved-plan footprint that responds to its location on Thomas Circle and expanses of windows and concrete bands. Originally, the building's facade was painted in contrasting light and dark colors to highlight the bands of concrete balconies. Lapidus designed the building's hallways with a curvature to conceal the actual length of the corridors from hotel patrons

[20] Robinson & Associates, Inc., "DC Modern: A Context for Modernism in the District of Columbia, 1945-1976, List of Representative Examples of Modern Resources," Prepared for the District of Columbia Historic Preservation Office (HPO), January 23, 2009, 15.; Robinson & Associates, Inc., "DC Modern: A Context for Modernism in the District of Columbia, 1945-1976," Prepared for the District of Columbia Historic Preservation Office (HPO), January 23, 2009.
[21] Robinson & Associates, Inc., "DC Modern: A Context for Modernism in the District of Columbia, 1945-1976, List of Representative Examples of Modern Resources," 1.
[22] "Calendar: September 17-23," *Washington Post*, September 17, 1971, B8.

who might be tired from carrying bags and suitcases. When stepping off the elevator, only a few hotel room doors were visible at a time due to this curvature. Lapidus also designed a large glass dome to cover the hotel's pool for year-round use. The pool was an "instant landmark, and a hit with hotel patrons."[23] However, the dome was removed in 1981.

When discussing the International Inn, Lapidus noted, "I don't think it should set a mode for Washington architecture, but it blends in without getting lost. It doesn't violate any of the hoary principles of Federal architecture."[24] This explains Lapidus' design approach in Washington, DC: building's were meant to fit the context of their environment, yet stood out enough to be noticed without being offensive.

The International Inn incorporates trademark Lapidus' features, for the architect desired to "break loose from the cubistic and rectangular buildings" and proclaimed that "curving, undulating buildings excited [him]."[25]

Chalk House West

Constructed between 1963 and 1966, Chalk House West was also a component of redevelopment in the new Southwest. Lapidus, Harle & Liebman's design for Chalk House West was the winning submission to Design Competition No. 3.[26] The firm's design defeated eighteen other submissions. Situated along the Potomac River's Washington Channel, the 324-unit complex is comprised of 280 apartments in two high-rise buildings, 32 maisonettes, and 12 townhouses.

Today, Lapidus' Chalk House West is subdivided into the Riverside Condominium Apartments, the Edgewater Condominium Apartments, and 1401-1415 Fourth Street SW, which has greatly diminished the original unified appearance of the Modern-era complex. The property does retain many of its natural features, which were carefully selected to create privacy for the residents within the urban setting.

Modern Development in Washington, DC

While the ambitious redevelopment project was ongoing in the District's Southwest neighborhood, rapid Modern-era commercial development was also occurring at a steady rate in the city's "new downtown" through the 1950s and 60s. This area, referred to as the K Street Corridor, was concentrated in a half-mile around 16th and K Streets NW.[27] The new Southwest provided Modernist architects and planners with experimental opportunities, but the K Street corridor was developed by builders, developers, and architects. Morris Lapidus was also among these architects, designing three commercial office buildings in the K Street Corridor between 1962 and 1970. A great demand for office space ensured developers that tenants would quickly fill these new commercial buildings.

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[23] Paul Kelsey Williams, "Scenes from the Past...," *The InTowner*, January 2002, 10
[24] "Architect Lapidus Sees Trends Toward Dramatic," *Washington Post*, September 5, 1962, B5.
[25] Morris Lapidus, *An Architecture of Joy* (Miami: E.A. Seemann, 1979), 217.
[26] Historic American Buildings Survey, Southwest Washington, Urban Renewal Area, 66.
[27] Robinson & Associates, Inc., "DC Modern: A Context for Modernism in the District of Columbia, 1945-1976, List of Representative Examples of Modern Resources," 60.

Several K Street buildings constructed during the 1950s served as early prototypes for Modern office buildings in the District and the "new downtown." As an unprecedented office building boom continued through the 1960s, several stylistic trademarks developed. The majority of these office buildings featured limestone exteriors, expanses of ribbon windows, and aluminum frames and mullions. The K Street Corridor's new office buildings served corporations, consulting firms, lobbyists, and even the Federal Government. The buildings were sleek, restrained, and sometimes austere. Within the context of 1960s Modern development in the city, the Skyline Inn's curved, modular openings and multi-colored exterior present an element of whimsy, in comparison to the more reserved commercial development occurring in the K Street Corridor.

Architectural Description

Exterior

The 203-room, seven-story Skyline Inn occupies a rectangular footprint with an attached, one-story ell extending from the building's rear south elevation. A one-story, rectangular-plan, flat-roof section is attached to the building's west elevation. The building sits on a concrete foundation, has a reinforced-concrete frame, and features an exposed concrete framework that is most prominent at the building's facade and rear elevation. Oriented north toward I Street SW, the building is slightly setback from the road and a semi-circular driveway approaches the facade. The Skyline Inn does not occupy the entire parcel nor is it centered on the site; though the building's east elevation touches the property's South Capitol Street boundary, the building's footprint does not extend the block's entire length between South Capitol Street and K Street SW.

The building's exposed concrete framework is treated in a rough, pebble-dash finish, whereas expanses of wall at the building's first story, the east elevation's upper stories, and the west elevation's upper stories are clad in beige brick veneer. The corner radii of the building's exposed framework are rounded; due to the curvature of the openings formed by the framework, the Skyline Inn has been colloquially referred to as a "space-age honeycomb."[28] Opaque panels—either a painted metal or slate veneer—are a common design element repeated throughout the building's exterior, used instead of glass panes.

The first story is slightly recessed behind the framework's vertical pillars, giving the appearance that the building's projecting upper stories are supported by the pillars. The building's central entrance is comprised of paired, sliding glass doors, flanked on either side by three door-height, aluminum-frame picture windows. Elongated, concrete planters attached to the facade also flank the building's central entrance. Here, a porte-cochere is attached perpendicular to the framework's first-story bulkhead. The porte-cochere extends northward from the facade toward I Street SW, covering the semi-circular driveway. The porte-cochere's flat roof features down-turned side edges and an up-turned lip facing I Street SW.

A raised, west-end entrance, approached by concrete steps and a concrete porch, provides access to the hotel's restaurant. Paired, aluminum-frame glass doors are topped by a concrete panel housed in the entrance's transom. This panel is painted to match the opaque panels located throughout the building's exterior. Due to the rectangular-plan, one-story section attached to the Skyline Inn's west elevation, the facade's first story is extended westward beyond the building's rectangular footprint and concrete framework. Aluminum frame, fixed-light windows span between the entrance and the facade's end. Painted concrete panels are also located above and below the windows. Between the ground-level central and west-end entrances, three globe light fixtures hang from the building's projecting second story. The west-end porch's hand rails also feature globe light fixtures. Centered between the central entrance and the ground-level facade's east end, a two-bay-wide opening provides access to covered parking located beneath the building. The facade houses two tri-part, one-over-one light, aluminum-frame windows east of the two-bay-wide opening.

The facade's upper stories and the rear elevation's upper stories are identical. The long facade and rear elevation are primarily formed by glass housed within the concrete framework. Here, the concrete framework is dressed in a pebble-dash finish. At every facade and rear-elevation upper story, the framework forms four small, central clusters of windows flanked by elongated, uninterrupted bands of ribbon windows and terminate in two small clusters of windows. This creates ten framework openings at every upper story. Each framework opening contains recessed, individual, fixed-light panes housed in an aluminum-frame geometric pattern. Each opening's bottom panes contain opaque panels, not glass. The building's facade and rear elevation's terminate in a horizontal header formed by the concrete framework. A sign reading "CAPITOL SKYLINE HOTEL" is attached to the facade and rear elevations' upper east-end corners.

The three-bay-wide east and west elevations' first stories are clad in beige brick veneer. The east elevation's first story contains a recessed metal door and two paired, one-over-one light, aluminum-frame windows. Beige brick veneer clads both elevations' upper-story central bays. A single framework opening flanks the brick on either side. Each opening contains a prominent opaque panel and one multi-light, fixed-light, aluminum-frame window in the openings' outer ends. Each window's bottom pane contains an opaque panel. Both side elevations terminate in a header formed by the concrete framework.

Attached to the building's rear, southeast elevation, the one-story rear ell features an undulating, wave-like roof form perhaps its most whimsical element. The ell's east elevation forms one side of the hotel's swimming pool plaza. The patio area surrounding the in-ground swimming pool is concrete. A concrete and beige brick wall encloses the patio.

Interior

Morris Lapidus designed the Skyline Inn's lobby in the Colonial Revival style, but incorporated Modern design features elsewhere in the building's interior. The building's lobby features Doric columns and pilasters, wainscoting, chair railing, crown molding, and a coffered ceiling. Doric

columns support round-arch window openings and Doric pilasters support arches featuring keystones above the lobby's rear windows. A hallway clad in wood paneling that leads from the lobby to first-floor meeting rooms and the building's rear patio space, also features Colonial-inspired light fixtures. The first-story interior's intact Modern elements include the restaurant's terrazzo-tile floor and a tiled stairwell that leads to the basement concession area and the subterranean parking garage. The stairwell features modernistic, geometric-form sculpted wall and an array of aqua-colored wall tiles that vary in size. The building's private guest rooms were also executed in the Colonial Revival style.

Alterations to the Skyline Inn

The Skyline Inn's exterior remains relatively unaltered. Originally, individual signs that each featured a single letter were attached to the building's east elevation and ran vertically down the elevation's center. Collectively, the signage read "SKYLINE INN." The signs were later removed and replaced with a sign reading "BEST WESTERN," which has also since been removed. Concrete planters and exterior first-story concrete panels were painted to match the upper-story opaque panels. The three extant globe light fixtures replaced fixtures with smaller globe lights.

In 2002, the Skyline Inn underwent a year-long renovation. During this time, the owners updated the interior using the Best Western hotel chain's approved fabrics, furnishings, and wall coverings. The Rubells maintained and preserved the building's mixed traditional and Modern interior. The building's Colonial Revival-style and Modern-influenced finishes, including the stairwell's tile and the restaurant's terrazzo-tile flooring, remained intact during the renovation. Beginning in 2008, the pool and rear concrete patio were resurfaced. This work was completed in 2009. The Rubells also began carrying interior improvements and updating finishes for the second time in 2008. Modern décor and wall treatments were selected, with an emphasis on whimsical furnishings rather than Colonial Revival pieces for the hotel's public spaces, but the building's interior architectural elements remained intact. The owners completed these renovations in 2012. Today, the hotel's guest rooms feature traditional and Colonial Revival-style inspired decor and furnishings.

Summary of Previous Evaluations

The Skyline Inn was evaluated as part of the Environmental Impact Statement prepared for the South Capitol Street Corridor Project in 2005. At that time, the building was assessed and determined to be not eligible and also not exceptionally important per NRHP standards for properties less than 50 years of age; however, it was recommended that the hotel be reassessed upon reaching 50 years of age.

NRHP Eligibility Assessment

The Skyline Inn was evaluated for listing in the NRHP under Criterion A, B, and C. The property was not evaluated under Criterion D. Based on guidance provided by the DC SHPO, the context study *DC Modern* was used in this assessment; while the evaluation guidelines in the report do not support eligibility, additional consideration applying NRHP Criteria indicates that the Skyline Inn possesses significance to warrant listing in the NRHP.

The building is eligible under Criterion A. The Skyline Inn possess a direct connection to the Southwest Washington, DC, Urban Renewal Area, one of the earliest urban renewal efforts in the United States and the largest and most comprehensive redevelopment project executed in Washington, DC. The building's design was selected through a federal program carried out by the DC Redevelopment Land Association (RLA) to ensure high quality architecture in the Southwest. Morris Lapidus' design for the Skyline Inn was selected through Design Competition No. 4, held by the RLA. As the first hotel and one of only a few hotels in the Southwest, the Skyline Inn also served an important role in its neighborhood due to its proximity to the United States Capitol Building and location along the South Capitol Street thoroughfare, providing visitors accommodations. Therefore, the property is eligible under Criterion A.

The building is not eligible under Criterion B. Research did not indicate any significant associations with the lives of significant persons in the past; therefore, the Skyline Inn is not eligible under Criterion B.

The building is eligible under Criterion C. Master architect Morris Lapidus designed the Skyline Inn. The building is a representative example of International Style and Neo-Formalist elements blended together. Though Lapidus is revered for his whimsical, curving, and elaborate designs, the Skyline Inn represents a restrained version of the architect's work that responds to the District's more conservative architectural environment and acknowledges the building's proximity to the United States Capitol Building. This is evident from the Colonial Revival-style interior portions of the hotel, highly atypical for Lapidus and an interesting acknowledgment of the restraint that Lapidus exercised in his winning design. In the context of city's Modern development, the Skyline features more curvilinear ornamentation in an allusion to the whimsy for which he was known when compared to contemporary development that was carried out in the K Street Corridor at that same time. In the context of the Lapidus' body of work in Washington, DC, the Skyline Inn is the most intact of the architect's more notable buildings, specifically the International Inn and Chalk House West. Therefore the building is eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

The Skyline Inn retains exterior integrity of design, materials, workmanship, location, association and feeling. The building retains only moderate integrity of setting due to recent commercial development near the hotel; however, select historic buildings remain in the area, and the view to the United States Capitol Building remains in place. The historic property boundary is limited to the tax parcel that contains the hotel and its outdoor features.

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PREPARER'S DETERMINATION

Eligibility Recommended ☒ Eligibility Not Recommended ☐

Applicable National Register Criteria: Applicable Considerations:

A☒ B☐ C☒ D☐ A☐ B☐ C☐ D☐ E☐ F☐ G☐

Prepared By: (specify Name, Title & Organization): Date: October 20, 2014

Kelsey Britt/Architectural Historian/Parsons Brinckerhoff

DC SHPO DETERMINATION AND COMMENTS

Determined Eligible ☐ Determined Not Eligible ☐

Reviewed By (specify): Date:

DC Government Project/Permit Project Log Number (if applicable): _____


G ST SW
INTERSTATE 695
H ST SW
I ST SW
I ST SE
Skyline Inn (Capitol Skyline Hotel)
SOUTH CAPITOL ST
K ST SW
K ST SE
HALF ST SW
L ST SW
L ST SE
HALF ST SE
M ST SW
M ST SE
VAN ST SE
Property Boundary
Property Lines
Aerial imagery (2012) and basemap data, DC GIS
0
75
150
300 ft
N
Skyline Inn (Capitol Skyline Hotel)
10 I Street SW
Washington, D.C.

View to the southeast

View to the northwest

APPENDIX C:

Section 106
Project Correspondence

APPENDIX C:

Section 106
Project Correspondence (available upon request from DDOT)

District Department of Transportation

appendix H

modified phase I environmental site assessment

october 2014

submitted by:

PARSONS BRINCKERHOFF

PARSONS BRINCKERHOFF

Modified Phase I Environmental Site Assessment

South Capitol Street Bridge Corridor

South Capitol Street Between I-395 and Pomeroy Road SE
Washington, DC 20003

Prepared for:

District of Columbia Department of Transportation
1990 K Street, Suite 510
Washington, DC 20006

October 21, 2014

Project # 173719L

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Appendices

1.0 EXECUTIVE SUMMARY

Parsons Brinckerhoff, Inc. (PB) has performed a Modified Phase I Environmental Site Assessment (ESA) of the South Capitol Street Bridge corridor (the Corridor[1]) in Washington, DC for the District of Columbia Department of Transportation (DDOT) and the Federal Highway Administration (FHWA). No party other than those listed in Section 2.7 may rely upon any information or opinion contained in this report.

DDOT and FHWA are proposing to replace the Frederick Douglass Bridge over the Anacostia River, and to make street improvements to the South Capitol Street Corridor. DDOT and FHWA intend to use this Modified Phase I ESA to help check for recognized environmental conditions (RECs[2]) prior to commencing project activities, as part of the documentation required for the project, and to evaluate whether any additional RECs exist in connection with the Corridor since completion of the Final Environmental Impact Statement.

This ESA was performed in partial conformance with the scope and limitations of 40 CFR Part 312 (Standards and Practices for All Appropriate Inquiries) and ASTM (American Society of Testing Materials) Method E 1527-05 (Standard Practice for Environmental Site Assessments). Any exceptions to, or deletions from this practice are described in Section 11.0 of this report.

This executive summary briefly discusses the conclusions of this assessment. Reading it should not be considered a substitute for reading the entire report. Only the report in its entirety should be relied upon to provide complete information regarding PB's observations when reviewing the environmental conditions for this Corridor.

The ESA included a site walkover, review of government records, assembly and review of data from area maps, and assessment of aerial photographs and Sanborn maps. This assessment has revealed no evidence of recognized environmental conditions (RECs) in connection with the Corridor except for the following:

1) The portion of the Corridor along South Capitol Street between I Street and Virginia Avenue was historically part of a canal system that was filled in the 1870s. The source of the material used to fill the canal is unknown, and could contain debris, slag, or industrial waste. Any subsurface work completed in this portion of the Corridor would likely encounter the fill, which, if contaminated,

[1] Please refer to Section 3.1 for a description of the Corridor.

[2] According to ASTM, a REC (pronounced "wreck") is "the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies."

would require special handling. PB believes that the presence of fill material along the Corridor is a REC.

2) The existing Frederick Douglass Memorial Bridge over the Anacostia River, M Street Bridge, CSX Railroad bridge over South Capitol Street, New Jersey Avenue bridge over the CSX Railroad, and I-295/I-395 bridges may include asbestos containing materials and/or lead-based paint. PB believes that the likely presence of asbestos containing materials and lead paint is a REC.

3) PB's research revealed the presence of 56 properties of concern on or in the vicinity of the Corridor. Some of these facilities were identified through multiple sources; others were identified from a single source. These facilities include former gasoline stations, bulk petroleum storage facilities, vehicle repair facilities, dry cleaners, properties with underground storage tanks, A CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System) facility with a consent order, the Anacostia River (contaminated sediment and possible unexploded ordinance (UXO)), and former coal yards. Each of these properties are either known to be contaminated, or were likely to have used, stored, or handled hazardous substances or petroleum products as part of their operations. Based on their proximity to the Corridor, the known or probable contaminants used, and the lithology of the area, PB believes that contamination emanating from or on these properties could impact the soil and/or groundwater along the Corridor. These facilities are therefore considered to be RECs.

PB evaluated the list of 56 properties of concern against the facilities previously identified in the FEIS (FEIS, 2011) to determine whether any new or additional sites should be identified as part of this current evaluation. Of the 56 properties, 15 were not previously identified or included in Table 3-29 of the FEIS as "Properties Designated as Risk Sites." These properties include PB's list numbers 4, 5, 17, 18, 22, 28, 31, 35, 36, 41, 44, 46, 47, 50, and 54 as depicted in Section 7.3 and Table 1 in Appendix A.

2.0 INTRODUCTION

2.1 Purpose of ESA

This modified Phase I ESA report was intended to update the 2011 Final Environmental Impact Statement (FEIS) and help identify known or potential sources of contamination that exist within or in close proximity to the project corridor. In particular, properties of potential environmental concern were to be listed, with any previously unidentified properties identified. Due to the

complex nature of the corridor, several common Phase I ESA activities were not completed, which are discussed in Section(s) 2.2 and 11.0. This modified Phase I ESA is therefore not intended to satisfy all appropriate inquiries (AAI) or be in full compliance with ASTM Method E1527-05; however, the elements that were completed were the ones that were likely to provide the relevant information. Nevertheless, this report addresses the critical issues that require exploration at this level of analysis. More detailed site assessments will be done at later phases.

An "all appropriate inquiries" (AAI) assessment is a necessary component for persons seeking to establish either CERCLA's (Comprehensive Environmental Response, Compensation, and Liability Act) innocent landowner defense in 42 U.S.C. §9607(b)(3), the bona fide prospective purchaser defense in 42 U.S.C. §9607(r), or the contiguous property owner defense in 42 U.S.C. §9607(q). The User's additional on-going responsibilities, also necessary to establish the above defenses, are summarized in Section 10.0.

According to the rules promulgated by the U.S. EPA pursuant to CERCLA (at 40 CFR Part 312), the primary objectives of an ESA are to identify the following types of information about the Corridor prior to acquiring the property: (1) current and past property uses and occupancies, (2) current and past uses of hazardous substances, (3) waste management and disposal activities that could have caused releases or threatened releases of hazardous substances, (4) current and past corrective actions and response activities undertaken to address past and on-going releases of hazardous substances, (5) engineering controls, (6) institutional controls, and (7) properties adjoining or located near the Corridor that have environmental conditions indicative of releases or threatened releases of hazardous substances on, at, in, or to the Corridor. This information was gathered to evaluate the Corridor for evidence of conditions indicative of a release.

The ASTM standards were written to not only satisfy the U.S. EPA's requirements for an AAI environmental site assessment, but also to evaluate "business environmental risk" associated with a parcel of commercial real estate. Accordingly, for this ESA, PB evaluated the Corridor for evidence of hazardous substance disposal or releases from or onto the Corridor, environmental threats from adjacent properties, and current RECs and historic recognized environmental conditions (HRECs[3]).

In the U.S. EPA's "Standards and Practices for All Appropriate Inquires," the phrase "conditions indicative of releases or threatened releases of hazardous substances on, at, in or to the property" was used. PB considers a REC to be synonymous with this phrase. PB elected to

[3] According to ASTM, an HREC (pronounced "H-wreck") is a "condition which in the past would have been considered a recognized environmental condition, but which may or may not be considered a recognized environmental condition currently. The final decision rests with the environmental professional and will be influenced by the impact of the historic recognized environmental condition on the property currently."

use the terms REC and HREC in this report. Commonly used acronyms are defined in Section 13.0.

The work for this modified ESA was completed by Adam W. Heft and reviewed by David R. VanGoethem. All activities were completed by an Environmental Professional. The qualifications of each individual involved in preparing this report are included in Appendix J.

2.2 Detailed Scope-of-Work

2.2.1 Items Included in Scope of Work

PB completed the following tasks during this ESA.

Reconnaissance

PB personnel conducted a partial, non-comprehensive site visit to observe current conditions and look for obvious characteristics that suggested contamination may be present. An explanation of why the site visit was non-comprehensive is detailed in Section 6.1. Adjacent properties were also viewed from public rights-of-way.

Aerial Photographs

PB reviewed aerial photographs that were available from public sources to identify whether these photographs contained evidence of potential contaminant sources.

Public Records Evaluation

PB subcontracted with Environmental Data Resources (EDR) of Milford, Connecticut to compile information about facilities that use, or store chemicals, or that have suspected or known contamination from governmental databases. Using the information provided by this report, PB evaluated the potential impact that identified facilities might have on the Corridor.

Fire Insurance Map Review

PB obtained available historic fire insurance maps from EDR that show the past uses of the Corridor and adjacent properties, and identify features such as the former existence of underground and aboveground storage tanks, which now are considered RECs.

Specialized or Actual Knowledge

The PB personnel conducting this ESA have included any specialized or actual knowledge they have regarding the Corridor or nearby properties believed likely to have impacted the Corridor.

2.2.2 User Provided Information

The User of this ESA did not provide PB with all the required information as discussed in Section 4.0 as of the time of this draft.

2.2.3 Items Not Included in Scope of Work

The above services focused on identifying possible soil and/or groundwater contamination on the Corridor. The proposed scope of work did not, however, include the collection or testing of soil, groundwater, surface water or building materials. Examples of other activities not included in the Phase I ESA are:

- Interviews – Because of the large number of owners along the corridor, PB did not interview the property owners or others familiar with the corridor as part of this ESA.
- Because of the length of the Corridor and the numerous cross streets, PB did not review street directory information for the Corridor.
- Agency Regulatory Records – PB did not review agency files and/or consult with local health department, fire department, building department, and local or state governmental offices to help clarify information provided by the EDR report.
- Environmental Lien Search – PB did not conduct a lien search of the Corridor or review title records.
- Asbestos Inspection – PB did not conduct an asbestos survey of the Frederick Douglass Memorial Bridge or other structures along the Corridor.
- Lead Paint Assessment – PB did not conduct a lead paint assessment of the Frederick Douglass Memorial Bridge or other structures along the Corridor.
- Radon and Other Indoor Air Quality Evaluation (vapor intrusion assessment). An assessment of potential contaminant vapor intrusion along the Corridor was not conducted.
- PCB Evaluation – PB did not evaluate PCBs in materials of the Frederick Douglass Memorial Bridge or other structures along the Corridor. Potential PCB containing materials (including transformers), if noted during the site reconnaissance, are discussed in Section 6.2.
- Mold Survey – PB did not evaluate the Frederick Douglass Memorial Bridge or other structures along the Corridor for the presence of mold.

- Review or Analysis for Permit, Regulation, or Statute Violations – PB did not review or evaluate any permits, regulations, or statute violations in connection with the Frederick Douglass Memorial Bridge or other structures along the Corridor.

- Review of Zoning Restrictions – PB did not review potential zoning restrictions with regard to the Frederick Douglass Memorial Bridge or other structures along the Corridor.

- Special Flood Hazard Area Determinations – PB did not evaluate whether the Corridor is within a flood area.

- Cultural and Historic Resource Survey – PB did not conduct a cultural or historic resource survey for the Corridor.

- Industrial Hygiene Assessment – PB did not conduct an industrial hygiene assessment of the Corridor.

- Health and Safety Review – PB did not conduct a health and safety review of the Frederick Douglass Memorial Bridge or other structures along the Corridor.

- Wetlands, Ecological Resources and Endangered Species Surveys – PB did not conduct a wetland, ecological resources or endangered species survey in connection with the Frederick Douglass Memorial Bridge or other structures along the Corridor.

- High Voltage Power Lines Identification – PB did not identify the presence of high voltage power lines along the Corridor.

2.3 PB's Specialized or Actual Knowledge

The PB personnel involved in conducting this ESA have no specialized or actual knowledge regarding the Corridor.

2.4 Significant Assumptions

Certain information contained in this report was obtained from agencies or from the client. In preparing this report, PB relied on the information provided by these sources unless PB had actual knowledge the information was incorrect, or believed that certain information was incorrect based on other information obtained while performing the ESA. Except as discussed in the report, PB did not verify the accuracy of the information provided to it.

2.5 Objectives of ESA

For this ESA, PB consulted historical sources to learn about potential impacts to the Corridor by nearby former owners and occupants, developed a history of the uses of the surrounding area, and used this information to identify the likelihood that either on- or off-Corridor past property uses might have created RECs in connection with the Corridor. The historic information and uses of the Corridor and surrounding area are summarized in Section 5.5 and 5.6.

PB attempted to identify obvious property uses from the present back to either the Corridor's first developed use (including agricultural uses and placement of fill dirt) or to at least 1940, whichever was earliest. Any data gaps or failures have been identified in Section 11.0.

2.6 Special Terms and Conditions

In the professional judgment of PB, the scope of this investigation was sufficient to determine whether further investigation is needed, given the nature and specific circumstances of the Corridor. PB performed this ESA in conformance with the care and skill currently exercised by reputable environmental consulting firms practicing under similar conditions. No other warranty or representation of any kind, expressed or implied, at common law or created by statute, is extended, made or intended by PB's rendering of consulting services or furnishing oral and/or written reports of its findings.

Contaminants may be hidden in subsurface materials, having been intentionally covered, or because they were covered by foliage, water, snow, concrete, asphalt, or other materials. This contamination may not be present in predictable locations. The most that PB could do is formulate a logical assessment program with reasonable time and cost limits to reduce, but not eliminate, the client's risk of later discovering previously unknown contamination. More extensive exploration could reduce the probability of finding contamination, if present; however, even after extensive exploration, PB would be unable to say with total certainty that no RECs are present on this Corridor.

PB conducted what it believes was an appropriate inquiry into possible conditions indicative of a release on the Corridor. This inquiry was not an exhaustive assessment. A point exists at which the cost of the information obtained or the time required to gather it outweighs the usefulness of the information and, in fact may be a material detriment to the orderly completion of the transaction. PB attempted to balance the cost and time to perform this ESA with the need to reduce uncertainty about unknown conditions by obtaining additional information.

No warranty can be made that conditions observed were representative of areas not observed. Tests or data collected for this report were obtained only for the purposes stated in this report, and should not be used for reasons other than those intended.

This report does not constitute legal advice, nor does PB purport to give legal advice. Environmental conditions and regulations are subject to constant change and reinterpretation.

It should not be assumed that current conditions and/or regulatory positions will remain constant. Furthermore, because the facts stated in this report are subject to professional interpretation, differing conclusions could be reached by other Environmental Professionals.

Since DDOT and FHWA already own the Corridor, it likely could not qualify for a defense from CERCLA liability; however, DDOT and FHWA should still comply with all ongoing responsibilities identified in Section 10.0 of this report.

2.7 Reliance

PB has no obligation to any third party who intends to or will rely on this report and specifically disclaims such responsibility. PB assumes no obligation for reporting any facts revealed by the Modified ESA or contained in the report to any entity other than the District of Columbia Department of Transportation (DDOT) and the Federal Highway Administration (FHWA). DDOT and the FHWA may rely on the conclusions in this report.

3.0 CORRIDOR DESCRIPTION

3.1 Location and Legal Description

The South Capitol Street Corridor extends from Virginia Avenue SE south to Potomac Avenue SE, then southeast across the Frederick Douglass Memorial Bridge over the Anacostia River, then south-southeast to the I-295 expressway along Suitland Parkway to Martin Luther King Jr. Avenue SE, and then south to near Pomeroy Road SE as shown in Figure 1 and Figure 2 in Appendix A. In addition to the main corridor segment, short segments of several cross streets are also included as part of the corridor. The following segments are included: a ramp from South Capitol Street onto I-395 at the north end of the corridor, M Street SE and SW from First Street SW to Cushing Pl SE, N Street SW from Half Street to South Capitol Street, Martin Luther King Jr. Avenue SE from Sumner Road SE to just east of Howard Road SE, Firth Sterling Avenue SE from about 200 feet west to 350 feet east of Suitland Parkway, South Capitol Street SW from the Frederick Douglass Memorial Bridge south to Firth Sterling Avenue SE, a part of the I-295 expressway from a point about 500 feet south of Firth Sterling Avenue SE to a point near the end of W Street SE, and a segment of road north from Suitland Parkway to the Anacostia Riverwalk Trail.

The approximate extent of the Corridor is illustrated by the pink line as shown on Figure 2 and Figures 3-1 through 3-7 in Appendix A.

3.2 Photographs of Corridor and Possible RECs

While performing its reconnaissance of the Corridor, PB photographed the characteristics of the Corridor and surrounding properties, and RECs that could be seen. A copy of selected photographs showing conditions on the Corridor is included in Appendix B.

3.3 Description of Structures and Other Features on the Corridor

The Corridor consists of portions of several surface streets and bridges, highways, and portions of certain properties. The roads are typically asphalt or concrete paved, with sidewalks within the right-of-way. The Project Area extends around the Corridor, and contains numerous buildings used for residential, commercial, industrial, and recreational purposes. The approximately 1,200 foot wide Anacostia River crosses the central part of the Corridor beneath the Frederick Douglass Memorial Bridge.

3.4 Current Uses of the Corridor

The Corridor is used primarily by vehicular traffic with pedestrian use within the rights-of-way along the roads. All of the streets and bridges that are part of the Corridor are currently in use. The Anacostia River crosses the Corridor and is used for maritime traffic.

3.5 Current Uses of Adjoining and Nearby Properties

The Corridor investigation included a review of the conditions and uses of nearby and adjoining properties to identify potential environmental problems that might adversely impact the Corridor. PB viewed these properties from either the Corridor boundary or readily accessible public rights-of-way. During its reconnaissance, PB attempted to identify the current and historic activities on nearby and adjoining properties, and whether potentially contaminating substances were used as part of these activities.

The properties along the Corridor included a wide variety of uses, including residential, recreational, governmental, commercial, and industrial. Several surface streets, two expressways, the Anacostia River, and a railroad line are also near the Corridor.

PB believes that based on the results of the reconnaissance, potentially contaminating substances have been used at the vacant property between Martin Luther King Jr. Avenue and Sheridan Road, the vacant property at 631 Howard Road SE, the South Capitol Street Heliport, the Recycled Aggregates facility, the bulk oil terminal property on 1st Street SW, the Super Salvage facility, Superior Concrete Materials, Maintenance Yard at the northwest corner of R Street SW and Half Street SW, Singh Transmission, USA Motors, the closed gas station at the northeast corner of N Street SE and South Capitol Street, the vacant property west of South Capitol Street between K and L Streets, the vacant property east of South Capitol Street

between I and K Streets, the Capitol Power Plant facility, and the vacant industrial building at the southwest corner of M Street and New Jersey Avenue. The potential impact of the contaminants at these facilities is discussed in Section 8.0 of this report.

4.0 USER-PROVIDED INFORMATION

4.1 Knowledge of the Corridor

PB requested DDOT to provide any common, actual, or specialized knowledge it has that could help identify RECs on the Corridor. The information requested by PB included the client's knowledge of the historic uses of the Corridor, the use or disposal of potential contaminants on the Corridor, the existence of environmental liens within the title records, or the possible presence of contamination on adjacent or nearby properties. PB was informed that the Frederick Douglass Memorial Bridge was constructed over the Anacostia River in 1948. PB was also provided with copies of environmental documentation regarding seven adjacent parcels planned for advanced acquisition; these reports are discussed below in Section 4.5.

4.2 Valuation Reduction for Environmental Issues

PB was informed that no transaction is occurring as part of this project, and that a valuation reduction evaluation of a purchase price is inapplicable for this ESA.

4.3 Owner, Site Manager and Occupant Information

The owners of the Corridor are DDOT and FHWA. The Corridor is not continuously occupied, but is traversed by public vehicular traffic.

4.4 Reason for Performing the Phase I ESA

DDOT and FHWA are proposing to replace the Frederick Douglass Bridge over the Anacostia River, and to make street improvements to the South Capitol Street Corridor. South Capitol Street connects with I-395 expressway on the north, extends across the Anacostia River, and connects with the I-295 expressway on the south.

DDOT and FHWA intend to use this Modified ESA to help check for RECs prior to commencing project activities, as part of the documentation required for the project, and to evaluate whether any additional RECs exist in connection with the Corridor since completion of the Final Environmental Impact Statement.

4.5 Prior Environmental Reports

PB was provided with environmental reports relevant to the advance purchase of several properties along the Corridor in the vicinity of the South Capitol Street and Potomac Avenue intersection. PB reviewed these prior reports to gather information regarding the conditions along the Corridor; a summary of the results is presented below. PB did not, however, evaluate the prior reports for suitability of methodologies, results, or regulatory criteria. A copy of relevant portions of the reports is included in Appendix C.

For the Phase II ESA reports discussed below, the term regulatory criteria refers collectively to the following:

- EPA Residential Soil Regional Screening Levels
- EPA Residential Tapwater Regional Screening Levels
- District Department of the Environment District of Columbia Risk Based Corrective Action Tier I Risk Based Screening Levels (DDOE DCRBCA Tier I RBSLs).

4.5.1 Phase I ESA and Contaminated Materials Management Report

A Phase I ESA and Contaminated Materials Management Report was prepared in 2005 for DDOT. This report evaluated the potential environmental conditions of properties along a portion of the Corridor from N Street on the north to the I-295 expressway on the south. The report detailed potential RECs in connection with each of the parcels immediately adjacent to the corridor, and recommended Phase II ESA testing for each of the parcels.

4.5.2 2008 Phase II ESA

A Phase II ESA investigation was conducted for two parcels, Jemal's Buzzard Point and Florida Rock Properties (PB Parcel #19 and #24), referred to as Parcels #74 and #72, respectively in the 2008 report. The report identified the presence of petroleum contaminated soils on PB Parcel #19, a building that would need to be removed from PB Parcel #19, and buried metal debris and product transfer lines on both properties. The report also indicated that in limited areas, "free product" was present both in the soil and groundwater on this property. The underground storage tanks (USTs) and aboveground storage tanks (ASTs) formerly located on the property were removed in 2007, along with 11,900 tons of contaminated soil. In spite of remediation activities, it was believed that a "hot spot" still remained under the bridge, and that contamination remained on the property.

One UST and 312 tons of contaminated soil were removed from the west end of PB Parcel #24 in 1995. Because only the western part of this parcel was believed to be needed for the proposed bridge realignment, this was the only portion of the parcel that was evaluated.

A geophysical survey was conducted on both parcels to evaluate whether all USTs had in fact been removed. Results of the geophysical survey showed that no USTs remained on the parcels; however, buried metal lines (possibly product transfer lines) remained on the properties.

The building on PB Parcel #19 was found to contain asbestos, primarily in window caulk. This material was recommended to be abated prior to demolition of the structure. The building also contained lead-based paint.

4.5.3 2012 Parcel #72 (PB Parcel #24) Phase II ESA

In July 2012, Tidewater, Inc. completed additional Phase II ESA investigations of the Florida Rock Properties (PB Parcel #24), referred to as Parcel #72 in the 2012 report. The report indicated that a 5,000-gallon diesel UST and contaminated soil that had been removed in 1995 (discussed above in Section 4.5.2), and also documented the removal of a second, 12,000-gallon diesel UST from the eastern part of the property in 2011. Samples collected from beneath this second UST revealed the presence of "no significant concentrations of contaminants of concern."

The report summarized historical Phase II ESA activities that had been conducted on the property. A geophysical survey was conducted on the property. No USTs were identified by the survey; however, the survey identified the presence of sporadic buried debris, which was probably used as fill. Three soil borings were drilled on the property in 2008. Soil samples were collected from each of the borings, and analyzed for benzene, toluene, ethylbenzene, xylene, and total petroleum hydrocarbons in the gasoline and diesel range. None of the samples contained analyzed parameters at concentrations exceeding method detection limits. Although an existing monitoring well was identified on the property, it was not sampled as part of the Phase II ESA investigation.

Four soil borings were drilled on the property in July 2012, and three soil samples were collected from each boring. Three of the soil borings were subsequently converted to temporary monitoring wells to allow collection of groundwater samples. In addition, the existing monitoring well on the property was redeveloped and sampled. Groundwater was measured to be between 18 and 20 feet below the ground surface on the property, and was found to flow to the north (away from the river). The report speculated that dewatering activities associated with the construction of Nationals Park to the north of the property could have altered the expected direction of groundwater flow. Laboratory analytical results showed that both soil and

groundwater contamination exists on the property at concentrations exceeding regulatory criteria.

4.5.4 2012 Parcel #74 (PB Parcel #19) Phase II ESA

In August 2012, Tidewater, Inc. completed Phase II ESA investigations of the Jemal's Buzzard Point parcel at 1620 South Capitol Street SE (PB Parcel #19), referred to as Parcel #74 in the 2012 report. The Phase II ESA investigation included drilling 17 soil borings using a Geoprobe to allow collection of soil samples, and subsequently converting eight of the borings into temporary monitoring wells to allow collection of groundwater samples. In addition, four existing monitoring wells were redeveloped and sampled.

Three soil samples were collected from each boring and submitted to a laboratory for analysis of volatile organic compounds (VOCs) and total petroleum hydrocarbons in the gasoline and diesel range organics (TPH-GRO and –DRO). Half of the soil samples were also analyzed for the eight RCRA metals. The groundwater samples were analyzed for VOCs and TPH-GRO and –DRO.

Numerous VOCs were present in 50 of 51 of the soil samples at concentrations exceeding method detection limits; VOCs in five samples exceeded regulatory criteria. TPH-GRO and –DRO concentrations were also found to exceed regulatory criteria in 13 and 15 of the samples, respectively. Analyzed metals were present at concentrations within normal background concentrations except for arsenic and lead in one sample (the metal's exceedances were in different soil samples).

Groundwater samples contained several VOCs at concentrations exceeding regulatory criteria. The TPH-GRO and –DRO concentrations identified in all samples were below regulatory criteria. One of the temporary monitoring wells (P-74-SB-11), had 3.06 feet of light non-aqueous phase liquid on the water as measured during well gauging, and this well was therefore not sampled.

The Phase II ESA report for this parcel also indicates that the property deed was reviewed. The deed for this parcel prohibits residential use.

4.5.5 2012 Parcel #77 (PB Parcel #15) Phase II ESA

In August 2012, Tidewater, Inc. completed Phase II ESA investigations of the parcel at 1724 South Capitol Street (PB Parcel #15), referred to as Parcel #77 in the 2012 report. The report indicates that this property formerly had 14 petroleum storage tanks (the tanks may have been either USTs or ASTs).

Two Geoprobe borings were drilled on the property to evaluate the former tanks; the borings were drilled to 20 and 24 feet below the ground surface, and were subsequently converted to

temporary monitoring wells to allow collection of a groundwater sample. Three soil samples and one groundwater sample were collected from each boring and submitted for laboratory analysis of VOCs and total petroleum hydrocarbons in the gasoline and diesel ranges. The shallow soil samples were also analyzed for the eight RCRA metals.

Laboratory analytical results for the samples collected showed that VOCs and total petroleum hydrocarbons in the gasoline and diesel ranges were present in soil and groundwater on the property at concentrations exceeding regulatory criteria. Arsenic, barium, and lead were also present in several soil samples at concentrations exceeding regulatory criteria.

4.5.6 2012 Parcel #37 (PB Parcel #25) Phase II ESA

In July and August 2012, Tidewater, Inc. completed Phase II ESA investigations of the parcel at 1509-1515 South Capitol Street SW (PB Parcel #25), referred to as Parcel #37 in the 2012 report. At the time of the investigation, two structures were on the property; the structure at 1509 South Capitol Street contained an operating auto repair facility, while the structure at 1515 South Capitol Street was unoccupied.

The Phase II ESA investigation included drilling soil borings, collecting groundwater samples from select borings converted into temporary monitoring wells, and conducting a geophysical survey to search for USTs. Geoprobe borings were drilled in 16 locations on the property; four of the borings were located outside the structures, while 12 were inside the structures. Six of the Geoprobe borings were subsequently converted into temporary monitoring wells to allow collection of groundwater samples. Groundwater at the property was found to be present between 18 and 20 feet below the ground surface.

Three soil samples were collected from each boring and submitted to a laboratory for analysis of VOCs and TPH-GRO and –DRO. Half of the soil samples were also analyzed for the 23 target analyte list (TAL) metals. The groundwater samples were analyzed for VOCs and TPH-GRO and –DRO.

Eight of the soil samples contained several VOCs, including tetrachloroethylene, at concentrations exceeding method detection limits; however, the concentrations did not exceed regulatory criteria. The concentrations of analyzed metals were within normal background concentrations for all samples. VOCs were present in groundwater samples, but only benzene and chloroform were present at concentrations exceeding regulatory criteria. TPH-GRO and –DRO were present in groundwater, but the concentrations did not exceed regulatory criteria.

The geophysical survey conducted on the exterior portions of the property and the alleys behind the buildings did not reveal the presence of any USTs or associated piping.

4.5.7 2012 Parcel #75 (PB Parcel #16) Phase II ESA

In September 2012, Tidewater, Inc. completed Phase II ESA investigations of the parcel at 1721 South Capitol Street SW (PB Parcel #16), referred to as Parcel #75 in the 2012 report. Two Geoprobe borings were drilled to a depth of 20 feet below the ground surface to allow collection of soil and groundwater samples; both borings were subsequently converted into temporary monitoring wells following collection of soil samples.

During the Phase II ESA investigation, the soils on the property were found to be fill material of a variable nature, including sand, silty, clay, and gravel mixed with some debris (bricks, trash, metal, glass, cinders, concrete debris and other industrial and commercial debris). Groundwater was found to be present at between about 10.5 and 13 feet below the ground surface.

Three soil samples were collected from each boring and submitted to a laboratory for analysis of VOCs and TPH-GRO and –DRO. Half of the soil samples were also analyzed for the 23 target analyte list (TAL) metals. The groundwater samples were analyzed for VOCs and TPH-GRO and –DRO.

Several VOCs were present in the soil samples at concentrations exceeding method detection limits, but not exceeding regulatory criteria. TPH-GRO and –DRO concentrations did not exceed regulatory criteria, with the exception of one sample for TPH-DRO. Analyzed metals were present at concentrations within normal background concentrations for all samples. Groundwater samples contained VOCs and TPH-GRO and –DRO; however, concentrations were below regulatory criteria.

4.5.8 2012 Parcel #42 (PB Parcel #21) Phase II ESA

In September 2012, Tidewater, Inc. completed Phase II ESA investigations of the parcel at 1601 South Capitol Street SW (PB Parcel #21), referred to as Parcel #42 in the 2012 report. This property was occupied by Superior Concrete Materials, and contained a two-story, slab-on-grade structure used as a maintenance facility for heavy equipment and trucks.

The Phase II ESA investigation included drilling 12 soil borings using a Geoprobe to allow collection of soil samples, and subsequently converting five of the borings into temporary monitoring wells to allow collection of groundwater samples. Six of the borings were drilled inside the structure, and the other six were drilled outside.

Three soil samples were collected from each boring and submitted to a laboratory for analysis of VOCs and TPH-GRO and –DRO. Half of the soil samples were also analyzed for the 23 target analyte list (TAL) metals. The groundwater samples were analyzed for VOCs and TPH-GRO and –DRO.

Numerous VOCs were present in the soil samples at concentrations exceeding method detection limits, but did not exceed regulatory criteria. TPH-GRO and –DRO concentrations did not exceed regulatory criteria, with the exception of one sample for TPH-DRO. Analyzed metals were present at concentrations within normal background concentrations except for lead and mercury in one boring.

Groundwater samples contained VOCs and TPH-GRO and –DRO; however, concentrations were below regulatory criteria for all compounds except for benzene and chloroform. The TPH-GRO and –DRO concentrations identified in all samples were below regulatory criteria.

4.5.9 2012 Parcel #41 (PB Parcel #20) Phase II ESA

In August 2012, Tidewater, Inc. completed Phase II ESA investigations of the parcel at 1625 South Capitol Street SW (PB Parcel #20), referred to as Parcel #41 in the 2012 report. This parcel contained a single-story, unoccupied structure.

The Phase II ESA investigation included drilling eight soil borings using a Geoprobe to allow collection of soil samples, and subsequently converting four of the borings into temporary monitoring wells to allow collection of groundwater samples. Five of the borings were drilled inside the structure, and the other three were drilled outside. In addition to the Geoprobe borings, a geophysical survey was conducted using ground-penetrating radar techniques to search for potential USTs. The geophysical survey did not reveal the presence of any USTs or similar subsurface structures.

Three soil samples were collected from each boring and submitted to a laboratory for analysis of VOCs and TPH-GRO and –DRO. Half of the soil samples were also analyzed for the 23 target analyte list (TAL) metals. The groundwater samples were analyzed for VOCs and TPH-GRO and –DRO.

Numerous VOCs and SVOCs were present in the soil samples at concentrations exceeding method detection limits, and 10 of the compounds also exceeded regulatory criteria. TPH-GRO and –DRO concentrations were also found to exceed regulatory criteria in borings drilled to evaluate the former AST and historic UST locations. Analyzed metals were present at concentrations within normal background concentrations except for lead in two borings.

Groundwater samples contained several VOCs and one SVOC at concentrations exceeding regulatory criteria. The TPH-GRO and –DRO concentrations identified in all samples were below regulatory criteria.

4.5.10 Site Inspection Report, Former Experimental Battery

In May 2011, CH2M Hill, Inc. prepared a Site Inspection Report for the former experimental battery located within the Washington Navy Yard (WNY). This report includes a summary of a Preliminary Assessment (PA) of WNY conducted by Malcolm Pirnie in 2006.

The experimental battery at WNY operated from about 1847 until 1872, and was used to test the range, accuracy, and penetrating power of nearly every type of naval cannon and ordinance in use at the time. It was located on the southern edge of WNY about 100 feet north of the current edge of the Anacostia River between Piers 3 and 4. The battery fired 32-pound solid shot cannonballs and 26-pound explosive shells filled with black powder, fuse, and rice (simulation rounds) southwesterly in the Anacostia River up to a maximum distance of 1.7 miles. A target was situated in the approximate center of the river east-northeast of Buzzard Point in three to four feet of water. The target was within the primary firing fan for the battery, which extended a distance of over 1,500 yards from the battery. Figures included in the report show that the firing fan was approximately 600 feet wide at the point where it crossed the corridor – the point where the Frederick Douglass Memorial Bridge connects with the eastern bank of the Anacostia River.

The Site Inspection Report stated that it appears unlikely that shells and solid shot remain in the Anacostia River due to many years of dredging in the channel and along the waterfront. Munitions and explosives of concern have been found (some in 2006 and 2009); however, these artifacts were identified within the area of the original mud flats of the Anacostia River, and not within the existing river channel.

5.0 RECORDS REVIEW

PB searched for reasonably ascertainable documents and photographs to assist in compiling information about the historic use of the Corridor. These reasonably ascertainable items included aerial photographs, fire insurance maps, and other historical records. PB also obtained an EDR report that identified facilities included in governmental databases that are known to be contaminated or that use contaminating substances.

5.1 Environmental Record Sources

5.1.1 Aerial Photographs

Digital aerial photographs for the years 1951, 1964, 1977, 1983, 1994, and 2000 were obtained from EDR. A 2012 satellite aerial photograph was obtained from the Google Earth Pro website. No aerial photographs were available from before 1951. The aerial photographs are included in Appendix E.

1951 Aerial Photograph

The clarity of the three photographs needed to cover the Corridor was good. Bridges for Virginia Avenue SE and the CSX railroad crossed the northern end of the Corridor. The Frederick Douglass Memorial Bridge over the Anacostia River was visible, and appears to be the one observed during the reconnaissance; however, the approach to the north side of the bridge was elevated as far north as O Street. Another bridge was present where Martin Luther King Jr. Avenue SE crossed over Suitland Parkway. All other crossings appeared to be intersections at grade.

A power plant with a large pile of coal was on the east side of South Capitol Street on the north side of Virginia Avenue. The area south of Virginia Avenue was occupied by railroad spur lines and coal yards as far south as I Street. A probable bulk petroleum facility occupied the block between I and K Streets east of South Capitol Street. Gas stations were visible at the southeast corner of M Street and South Capitol Street, and the northeast corner of N Street and South Capitol Street. The area north of the Anacostia River on both sides of the Corridor appeared to be industrial; a gravel mining operation was east of South Capitol Street and south of Potomac Avenue, and a bulk petroleum facility was west of South Capitol Street south of Potomac Avenue. The remaining area north of the Anacostia River appeared to be occupied by a mix of residential and commercial properties.

The area south of the Anacostia River appeared to be mostly a mix of recreational property (park) and residential properties. A few commercial properties were present along Martin Luther King Jr. Avenue, including what was likely a gas station in the area south of Martin Luther King Jr. Avenue and west of Sheridan Road. Several large, interconnected structures were north of Firth Sterling Avenue north of Howard Road.

1964 Aerial Photograph

The clarity of the two photographs needed to cover the Corridor was poor. The conditions on the Corridor and in the surrounding area were similar to those in the 1951 photograph; however, the bridges for the newly-constructed I-395 expressway were present immediately south of the CSX railroad bridge at the north end of the corridor. The I-295 expressway was present on the southern part of the Corridor, requiring some of the large buildings along Firth Sterling Avenue to be demolished. Several apartment buildings were present along the east side of Suitland Parkway east of the southern portion of the Corridor.

1977 Aerial Photograph

The clarity of the photograph was poor and had a larger scale than previous years. The conditions on the Corridor and in the surrounding area were similar to those in the 1964 photograph; however, M Street at South Capitol Street appeared to be an overpass. Service

road ramps were present along both sides of South Capitol Street. The large buildings along the north side of Firth Sterling Avenue were no longer present. Details on most of the other properties along the Corridor could not be discerned.

1983 Aerial Photograph

The clarity of the photograph was poor. The conditions on the Corridor and in the surrounding area appeared to be similar to those in the 1977 photograph.

1994 Aerial Photograph

The clarity of the photograph was poor. The conditions on the Corridor and in the surrounding area appeared to be similar to those in the 1983 photograph.

2000 Aerial Photograph

The clarity of the photograph was fair. The conditions on the Corridor and in the surrounding area were generally similar to those in the 1994 photograph; the apartment buildings along the east side of Suitland Parkway east of the southern part of the Corridor were no longer present. The gas station located south of Martin Luther King Jr. Avenue and west of Sheridan Road was also no longer present.

2012 Aerial Photograph

The clarity of the photograph was excellent. The conditions on the Corridor and in the surrounding area were similar to those in the 2000 photograph; however, the coal yards and railroad spur lines on the property east of South Capitol Street between I-395 and I Street SE were no longer present and had been replaced by commercial buildings. The area between N Street and Potomac Avenue had been redeveloped as a major league ball park with parking ramps. The former gravel mining facility south of Potomac Avenue was a vacant property, and the former bulk petroleum facility south of Potomac Avenue west of South Capitol Street appeared to be mostly redeveloped as a concrete manufacturing facility. The northern approach to the Frederick Douglass Memorial Bridge over the Anacostia River had been lowered so that it was at grade beginning at the Potomac Avenue intersection.

5.1.2 Sanborn Maps

During the late 1800's and throughout much of the 1900's, the Sanborn Map Company periodically prepared detailed maps showing the locations and types of buildings, and uses of properties in areas of many towns and cities throughout the United States. Included on these maps are the locations of aboveground and underground storage tanks, and other features now recognized as RECs. Environmental Data Resources, Inc. (EDR) of Milford, Connecticut now possesses the most complete archive of these maps.

PB requested EDR to search for fire insurance maps for the Corridor. EDR identified and provided PB with Sanborn maps for the years 1904, 1927-28, 1959-60, 1977, 1984, 1988, 1990, 1991, 1992, 1994, and 1998-99. Maps for 1888 were also provided; however, these maps did not cover the Corridor. A copy of the portion of the maps which includes the Corridor is included in Appendix F. Details of the Corridor and adjacent businesses that potentially used, stored, or handled hazardous substances or petroleum products shown on the maps are discussed below:

- The 1904 maps did not cover the entire corridor, although coverage was available on both sides of the Anacostia River. The area including the Anacostia River north to O Street, and the area from E Street to I Street east of South Capitol Street was not covered by the available maps.

- A Standard Oil Company bulk petroleum facility occupied the east part of the block between I and K Street on the east side of South Capitol Street in 1904. This facility occupied the entire block by 1928, and was depicted as present until 1959. In 1977 this property contained buildings on the southwest part, and a gas station was on the northwest part of the property. The buildings were not present in 1984, but the gas station remained.

- The James Creek Canal was present in Canal Street up to and within the western South Capitol Street right-of-way in 1904. The canal was not depicted as being present on the 1928 map.

- An auto repair facility was present between Sheridan Road and Nichols Avenue (later renamed Martin Luther King Jr. Avenue) in 1928. A cleaning and dyeing facility was depicted at this location in 1960, and the property had been redeveloped by 1977 as a gas station. The gas station was depicted as vacant in 1998.

- A gas station was on the south side of Howard Road and the north side of Martin Luther King Jr. Avenue in 1977 and 1984. The property was vacant in 1989.

- A gas station was north of Suitland Parkway on the east side of South Capitol Street in 1960. It was a used auto sales facility in 1977.

- An auto sales and service facility and a rug cleaning facility were located between Howard Road and Suitland Parkway about 500 feet north of Firth Sterling Avenue in 1960.

- A Standard Oil Company fuel oil plant was present between South Capitol Street and the Anacostia River on the south side of R Street in 1928. This facility was much larger in 1959, and included at least three large petroleum ASTs, and 11 very large USTs,

several of which were located beneath the South Capitol Street approach to the Anacostia River. Part of the facility extended west of South Capitol Street on the south side of Potomac Avenue in 1959, but had been broken up into an auto repair facility, an asphalt plant, and a youth center (with five USTs) in 1977. From 1984 through 1998, the entire facility was the Hess Oil & Chemical Corp. Washington Terminal; the auto repair facility west of South Capitol Street was a machine shop.

- Sand and gravel companies were along the Anacostia River south of Potomac Avenue from 1928 through 1998.

- A UST was depicted at the west edge of South Capitol Street north of Potomac Avenue in front of a wholesale grocery store in 1959. This property was an auto motor repair facility from 1984 through 1998, and the UST was still depicted.

- Three auto repair facilities were depicted in the block between N Street and O Street east of South Capitol Street in 1959. Only one of the facilities remained beginning in 1977. An oil barrel storage yard was present in the center of the block from 1984 through 1998.

- Senate Laundry was on the north side of O Street on the west side of Half Street in 1959. The building appeared to be vacant in 1977.

- A waste materials warehouse was present east of South Capitol Street and south of N Street SE in 1928. A second waste materials warehouse was present east of South Capitol Street on the south side of L Street in 1928.

- A gas station was at the northeast corner of N Street and South Capitol Street in 1959 and 1977. The property was vacant in 1984.

- A machine shop was on the east side of South Capitol Street between M and N Streets in 1959. This facility was occupied by Aristo Cleaners in 1977 and 1984. The property was vacant in 1988.

- A dry cleaning facility was on the east side of South Capitol Street between M and N Streets in 1959. This facility was called Aristo Cleaners, and appeared to be enlarged in 1977 to include the former machine shop (above). This property was vacant in 1988.

- Capital Transit Company was west of Half Street SE south of M Street in 1959. This facility had four USTs and a fueling house depicted at the southwest corner of the property. This facility was present through 1998.

- A gas station was at the southeast corner of M Street and South Capitol Street from 1959 through 1985. The property was vacant in 1988.

- Three auto repair facilities and a drum storage yard were on the west side of South Capitol Street between N and O Streets in 1959. Only one of the auto repair facilities and the drum storage yard were still present in the 1980s.

- Gas stations were present at the northeast and northwest corners of M Street and Half Street SE from 1959 until 1985. The gas station at the northeast corner was still present until 1998.

- Auto repair facilities were present both north and south of L Street east of South Capitol Street in 1928. The facility north of L Street was a metal plating facility in 1959, while the facility south of L Street was no longer present in 1959.

- Four sets of coal yards and associated railroad spur lines occupied the area north of I Street and east of South Capitol Street from 1928 to 1959. The 1977 map showed that the western most coal yard had been replaced by a Ready Mix Concrete plant. In 1984, the concrete plant was no longer present; the northern part was an electrical substation, and the southern part was vacant.

- The Washington Gas Light Company facility occupied the block between First Street SW and Canal Street SW and K and L Streets in 1928. Two large ASTs, one with 800,000 cubic foot capacity and the other with 2,000,000 cubic foot capacity, were part of this facility.

- A gas station was on the west side of South Capitol Street slightly north of M Street in 1928. This facility had three USTs depicted near the edge of South Capitol Street. The block between L and M Streets had been redeveloped by 1977, and contained a gas station on the east part of the block and an auto repair facility on the northwest part of the block. The gas station was not present by 1988, and was replaced by commercial buildings.

- Quality Steam Laundry was on the south side of L Street just west of a church and South Capitol Street in 1928. This facility had one UST depicted at the edge of L Street.

- A gas station with two USTs was on the west side of South Capitol Street north of L Street in 1959. This block had been redeveloped by 1977, and most of the block between K and L Streets contained a new gas station. This gas station was present through 1998.

- The Standard Oil Company of NJ had a garage at the southwest corner of K Street and South Capitol Street in 1959. This property was redeveloped by 1977 as part of a new gas station (above). This gas station was present through 1998.

- Union Coal Yard was present south of I Street and west of South Capitol Street in 1928.

- A junk storage warehouse was on the west side of South Capitol Street on the north side of Virginia Avenue in 1928. This property was a gas station in 1959, and was vacant in 1977.

- A gas station was between Ivy Street and South Capitol Street in 1959 and 1977. A parking lot was present in 1984.

- Three auto repair and painting facilities were along the east side of New Jersey Avenue between L and M Streets from 1959 through 1998.

- The Washington Fertilizer Company occupied the property at the northeast corner of K Street and New Jersey Avenue in 1904. This property was occupied by a repair shop and by the District of Columbia garbage transfer station in 1928. The repair shop was not present by 1959, but the DC Department of Sanitation occupied the property through 1998.

- New Jersey Avenue north of I Street was part of the PRR Freight Yards in 1928. This area was occupied by the RP Andrews Paper Company from 1959 until after 1977. The 1984 map shows that New Jersey Avenue continued northwest past I Street, and the paper company was no longer present.

5.1.3 Historic Topographic Maps

PB obtained a copy of historic topographic maps for the years 1885, 1894, 1943, 1947, 1951, 1956, 1965, 1971 (photorevised from 1965), 1980 (photorevised from 1965), 1983 (photorevised from 1965), and 1994 (photorevised from 1965), from EDR. Not all of the maps include full coverage of the Corridor. A copy of these historic topographic maps is included in Appendix G.

1885 Historic Topographic Map

The 1885 Historic Topographic map (15 minute series) showed only the western portion of the Corridor; the southeast part of the corridor was not covered. South Capitol Street was present from the CSX railroad at the north end of the corridor to the Anacostia River. A canal was present from the southwest to the edge of South Capitol Street north of I Street. The Bridge over the Anacostia River was not present, and the width and contour of the Anacostia River was

different from that observed during the reconnaissance. A railroad line was present south of the Anacostia River.

1894 Historic Topographic Map

The 1894 Historic Topographic map (30 minute series) showed similar conditions and coverage area as the 1885 map, but fewer details could be discerned due to the scale of the map.

1943 Historic Topographic Map

The 1943 Historic Topographic map (7.5 minute series) showed the portion of the Corridor north of the south bank of the Anacostia River. The railroad line on the south side of the Anacostia River was no longer present, and a naval air station was present along the Anacostia River west of the southern part of the Corridor. The canal that was visible on the 1885 map was no longer present. A railroad spur line was present along the location of Potomac Avenue (which was not depicted). Other railroad spur lines were depicted between South Capitol Street and New Jersey Avenue north of I Street. The only building shown on the map along the corridor was a church at the northeast corner of M Street and South Capitol Street.

1947 Historic Topographic Map

The 1951 Historic Topographic map (7.5 minute series) showed the entire Corridor. Conditions shown on this map were generally similar to those depicted on the 1943 map.

1951 Historic Topographic Map

The 1951 Historic Topographic map (7.5 minute series) showed conditions along the Corridor to be similar to those depicted on the 1947 map; however, the bridge over the Anacostia River was present. In addition, several large structures were shown along the north side of Firth Sterling Avenue north of Howard Road, and these were part of the Naval Receiving Station located along the Anacostia River. Two other structures, including a church, were along the west side of South Capitol Street; one was north of I Street, and one south of L Street.

1956 Historic Topographic Map

The 1956 Historic Topographic map (7.5 minute series) showed conditions along the Corridor to be similar to those depicted on the 1951 map; however, several petroleum ASTs were present along the north edge of the Anacostia River south of the approach to the Douglas Bridge.

1965 Historic Topographic Map

The 1965 Historic Topographic map (7.5 minute series) showed conditions along the Corridor to be similar to those depicted on the 1956 map; however, the I 395 expressway was on the north side of Virginia Avenue, and the I-295 expressway was north of Firth Sterling Avenue on the

southern part of the Corridor. Some of the buildings that were part of the Naval Receiving Station were no longer present due to the construction of the expressway.

1971 Historic Topographic Map

The 1971 Historic Topographic map (7.5 minute series) showed conditions along the Corridor to be similar to those depicted on the 1965 map.

1980 Historic Topographic Map

The 1980 Historic Topographic map (7.5 minute series) only had coverage for the northern part of the Corridor, and showed conditions to be similar to those depicted on the 1971 map.

1983 Historic Topographic Map

The 1983 Historic Topographic map (7.5 minute series) showed conditions and coverage area along the Corridor to be similar to those depicted on the 1980 map.

1994 Historic Topographic Map

The 1994 Historic Topographic map (15 minute series) showed conditions and coverage area along the Corridor to be similar to those depicted on the 1983 map.

5.1.4 Historic Plat Maps

PB did not search for historic plat maps as part of this Modified ESA, because it believed that this information would not provide significant information.

5.1.5 Other Historic Maps

PB obtained a copy of historic maps of Washington DC from websites. A copy of these maps is included with the topographical maps in Appendix G. The main features of these maps are discussed below.

1822 Plan of the City of Washington DC

The 1822 map shows minimal detail because of the scale; however, South Capitol Street was present north of the Anacostia River (called the East Branch of the Potomac River). The area south of the Anacostia River appeared mostly undeveloped.

1833 Plan of the City of Washington DC

The 1833 map shows that South Capitol Street was present north of the Anacostia River. A canal extended north from the Anacostia River along 2nd Street SE almost to K Street, and then northwest to South Capitol Street (cutting across New Jersey Avenue north of I Street), where it was joined by a second canal that ran along the street alignment to just north of E Street.

Georgia Avenue was present at the current location of Potomac Avenue near the edge of the Anacostia River.

1847 Plan of the City of Washington DC

The 1847 map shows that conditions were similar to those depicted on the 1833 map.

1862 Plan of the City of Washington DC

The 1862 map shows that conditions were similar to those depicted on the 1847 map

1870 Plan of the City of Washington DC

The 1870 map shows that conditions were similar to those depicted on the 1862 map; however, the canal from South Capitol Street to the southwest was no longer present.

1879 Plan of the City of Washington DC

The 1879 map shows that conditions were similar to those depicted on the 1870 map; however, the canal that previously extended across South Capitol Street from 2nd Street was no longer present outside of the 2nd Street and I Street intersection. A railroad was present in South Capitol Street along the former canal alignment.

1902 Business Atlas Map of Washington DC

The 1902 map shows that conditions were similar to those depicted on the 1879 map; however, a new canal extended to the west edge of South Capitol Street at the intersection of G Street SW. Garfield Park was present along the northeast side of the railroad that had been present to the east of South Capitol Street.

5.1.6 Review of State and Federal Databases

Databases maintained by various state and federal agencies were reviewed for information regarding the Corridor and nearby properties. EDR uses computers to search governmental agency databases for information about contaminated properties and potentially contaminated properties within search ranges (specified in 40 CFR §312.26) around the Corridor. The search distances range from the Corridor boundary to one mile from the Corridor depending on the database. Information regarding the listed facilities is included in the EDR report in Appendix H.

PB reviewed the information about the facilities in the databases to ascertain the potential impact of these facilities on the Corridor. While doing this review, PB considered (a) the likely contaminating substances that were or could have been released, (b) the pathways these contaminants would likely follow to reach surface water or underlying groundwater, (c) the potential that groundwater or surface water would migrate from these facilities onto or beneath

the Corridor, and (d) the potential that pumping from water wells on the Corridor or in the area might influence the movement of groundwater and contaminants.

When facilities were identified as being within the ASTM search distance, they were included and mapped in the EDR report. Several hundred facilities in the EDR report are unmapped (referred to as "orphan" sites) due to an incomplete address, an inaccurate address, or a street address that could not be accurately identified. Where possible, PB ascertained the locations of the unmapped sites, and evaluated the potential impact of these sites for this assessment.

PB identified those facilities that were in immediate proximity to the Corridor, and summarized these facilities in Table 1 in Appendix A. Several facility listings are duplicates based on names and/or addresses, and are grouped together. Each individual facility identified in Table 1 and its potential impact to the Corridor is discussed in Section 8.0.

The following is a list of databases in which facilities identified in Table 1 were included:

AIRS: Aerometric Information Retrieval System.

AST: Aboveground Storage Tank listing.

Brownfields: Brownfields listing of federal or state facilities.

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System listing.

CERCLA-NFRAP: CERCLIS No Further Remedial Action Planned.

CORRACTS: Corrective Action Report listing.

ERNS: Emergency Response Notification System (spills listing).

FINDS: Facility Index System/Facility Registry System.

Historic Auto Stations: Former gas stations and auto repair facilities.

Historic Cleaners: Former dry cleaner facilities, laundries, etc.

HIST UST: A list of Underground Storage Tank facilities, typically no longer updated.

LUST: Leaking Underground Storage Tank listing.

NJ Manifest: New Jersey Manifest.

PA Manifest: Pennsylvania Manifest.

RCRA-CESQG: Resource Conservation and Recovery Act - Conditionally Exempt Small Quantity Generators.

RCRA-NonGen / NLR: RCRA facilities that do not currently generate waste.

TRIS: Toxic Chemical Release Inventory System listing.

UST: Underground Storage Tank listing.

VCP: Voluntary Cleanup Program site listing.

5.2 Title Records

PB was not provided with title records by the client, and did not independently obtain them. PB believes, however, that other information obtained by PB was sufficient to identify the historical uses of the Corridor.

5.3 Activity and Use Limitations and Environmental Liens

PB was not provided with information regarding potential environmental liens or activity and use limitations, and did not independently request them as part of this ESA.

5.4 Geologic Setting

5.4.1 Surficial Soils

PB reviewed the soil survey maps prepared by the U.S. Department of Agriculture, Natural Resources Conservation Services (formerly the Soil Conservation Service) for the District of Columbia to obtain general information about the surficial soils along the Corridor. A copy of the relevant soil survey maps and supporting information for the Corridor are included in Appendix I.

The soil conservation maps show that soils along the portion of the Corridor north of the Anacostia River fall within the Urban Land classification and the Udorthents, sandy, smoothed, classification. The soils in these classifications are generally well drained, and are moderately to highly permeable.

The soil conservation maps show that soils along the portion of the Corridor south of the Anacostia River fall within the Udorthents, smoothed, classification. The soils in this classification are generally well drained and moderately permeable.

5.4.2 Soils Overlying the Bedrock Formation

The map, “Geological Map of Washington DC and Vicinity” (Johnson, 1958), shows that the surficial soil along the portion of the Corridor north of the Anacostia River (except for the

segment along New Jersey Avenue) and the northern part of the segment south of the Anacostia River is part of the Pleistocene and Recent age Pamlico Formation and Recent Alluvium. This formation consists of gravel, sand, and silt, and includes artificial fill.

The segment along New Jersey Avenue and a narrow band just north of the I-295 expressway on the southern part of the Corridor is part of the Pleistocene Age Wicomico Formation. This formation consists of gravel, sand, and silt, and has local basal deposits of carbonaceous clay containing tree stumps and other woody debris.

The portion of the Corridor including and south of the I-295 expressway is part of the Patapsco Formation and Arundel Clay. This formation consists of massive clay containing lignitized wood and saurian bones, and is overlain by a massive maroon clay and varicolored sand and clay.

PB obtained information about the geology of the surrounding area while reviewing soil boring logs for soil borings drilled by others as part of Phase II testing on parcels selected for advanced acquisition near Potomac Avenue west of the approach to the Frederick Douglass Memorial Bridge. It appeared that the soil was predominantly brown silty sand with gravel and/or clay component. The soil in several borings appeared to be fill material to a depth of about 12 feet based on the presence of brick fragments and other refuse.

5.4.3 Site Hydrology and Hydrogeology

The surface topography of the Corridor and the surrounding area is generally flat to gently sloped. According to the USGS 7½-minute topographic map of the Washington East and Washington West Quadrangles, the Corridor ranges from less than 10 feet above mean sea level near the Anacostia River to approximately 60 feet above mean sea level at the southern end of the Corridor (Figure 2 in Appendix A).

The direction of groundwater flow in the unconsolidated glacial materials above the bedrock is unknown, but is believed to be toward the Anacostia River.

5.4.4 Anticipated Susceptibility of Groundwater to Contamination

Based on the geology of the Corridor and the general area, PB believes that contaminants leaked or spilled on the Corridor would have a moderate potential to migrate vertically to underlying water-bearing zones. Information obtained by PB suggests that the uppermost water-bearing zone is moderately to highly permeable, thus lateral groundwater movement and contaminant migration from potentially impacted areas is expected to be moderately fast.

5.5 Historic Use Information Regarding the Corridor

Based upon the foregoing historical information, it appears as though the Corridor north of the Anacostia River was developed before 1822 as South Capitol Street SE for use as a public thoroughfare. A canal extended across South Capitol Street and occupied the South Capitol Street right-of-way between E and I Streets from before 1822 until the 1870s when the canal was filled. A railroad replaced a short segment of the canal where it crossed South Capitol Street. The Frederick Douglass Memorial Bridge was constructed over the Anacostia River around 1950. The I-295 and I-395 expressways were constructed in the early 1960s.

5.6 Historic Use Information Regarding the Nearby and Adjoining Properties

Based upon the foregoing historical information, it appears as though the surrounding properties have been used for a wide variety of purposes. Some properties have been occupied by dwellings and residential units, while others were used for commercial purposes, including gas stations, motor vehicle repair facilities, dry cleaners, and stores. Several of the properties on the north side of the Anacostia River were bulk petroleum facilities, sand and gravel companies, and concrete facilities. Some of the properties south of the Anacostia River were part of a naval base and later converted to parkland. The area originally within the Anacostia River from the WNY to a point near the Potomac River was part of a naval firing range from about 1847 to 1872.

6.0 CORRIDOR RECONNAISSANCE

6.1 Methodology and Limiting Conditions

As required in 40 CFR §312.10(1), Adam Heft, one of the PB staff members who performed the Corridor walkover, is an Environmental Professional; his qualifications are included in Appendix J. He and Eduardo Maeyama performed the Corridor reconnaissance on September 13, 2013. The purpose of the site reconnaissance was to observe current conditions and look for obvious characteristics that suggest contamination may be present.

PB initially drove the Corridor and viewed it and the adjoining properties from within a vehicle. Because most of the southern part of the Corridor was limited access, it was not possible to walk along the streets; therefore the walkover was not comprehensive. Some of the areas, particularly surface streets, had parking areas or lanes, allowing for a closer viewing by walking those areas. The portion of the Corridor north of Potomac Avenue was walked along the eastern side of South Capitol Street and along both sides of New Jersey Avenue. PB did not enter any of the adjacent properties during its reconnaissance. Based on the conditions

observed along the Corridor, PB does not believe that additional RECs would likely be identified if it had walked the entire Corridor.

6.2 General Corridor Observations

The Corridor consists of parts of two expressways (I-295 and I-395) and several surface streets (South Capitol Street, New Jersey Avenue, M Street, Martin Luther King, Jr. Avenue, and Suitland Parkway), and a bridge over the Anacostia River. The properties adjacent and nearby the Corridor had mixed use, including residential, commercial, recreational, transportation, and industrial.

PB did not observe any hazardous substances or petroleum products, odors, pools of liquids, or possible PCB-containing equipment during its walkover.

6.2.1 Storage Tanks

Four plastic ASTs were on the Maintenance Yard property along Potomac Avenue SW. The four ASTs appeared to range in size between 2,000 gallons and 8,000 gallons, and all four ASTs contained magnesium chloride. All four ASTs appeared to be in good condition, and were situated on the ground inside an uncovered concrete secondary containment structure.

6.2.2 Drums or Containers

One unlabeled 55-gallon drum was observed on the fenced property east of South Capitol Street between I and K Streets. Because the drum was situated inside a fenced property without access, PB could not ascertain the condition of the drum, beyond the fact that the drum appeared to be newer (no rust evident), and that it appeared to be a type of drum typically used in environmental investigations for containment of soil or groundwater.

6.3 Exterior Areas

The area occupied by the streets and rights-of-way comprising the Corridor were concrete or asphalt paved. Sidewalks along the streets were concrete or cobblestones. These areas were generally in good condition, and PB did not observe any pits, ponds, or lagoons, stained soil or pavement, stressed vegetation, or solid waste (e.g. fill soil, debris, trash, etc.) during its walkover.

A CSX railroad line crosses the northern portion of the corridor. The railroad line passes over South Capitol Street and beneath New Jersey Avenue. M Street crosses over South Capitol Street; the lanes of South Capitol Street pass beneath the M Street bridge below the surrounding ground elevation, and service drive ramps connect with M Street to either side of South Capitol Street. South Capitol Street crosses the Frederick Douglass Memorial Bridge

over the Anacostia River in the central portion of the Corridor. PB did not visually inspect these bridges as part of its reconnaissance.

PB observed several monitoring wells on properties immediately adjacent to the Corridor during its reconnaissance. Two monitoring wells were in the sidewalk area along the west side of the National's ball park about 20 feet from the edge of South Capitol Street. Three monitoring wells were on the western part of the former gas station property at the northeast corner of N Street and South Capitol Street. Several monitoring wells were on the former gas station property at the southeast corner of M Street and South Capitol Street. One monitoring well was in the southwest corner of the McDonalds property parking lot at the northeast corner of I Street and South Capitol Street.

PB observed pole-mounted transformers in a few locations along the corridor. The transformers appeared to be less than 30 years old, and were in good condition. No evidence of leaks from the transformers was present either on the transformers or on the ground or pole beneath the transformers. PB's experience has been that most pole-mounted transformers owned by public utilities are no longer PCB containing. In addition, if a transformer owned by a public utility leaks, it is the responsibility of the utility company to clean up the release. PB believes that the presence of transformers is therefore a *de minimis* issue.

6.4 Interior Areas

The Corridor did not include any interior areas, as it includes only streets and associated rights-of-way. PB did not view interior areas of the structures adjacent to the Corridor within the Project Area.

7.0 FINDINGS

Through the activities described above, PB identified the following potential RECs, HRECs, and *de minimis* environmental conditions on the Corridor or in the surrounding area. PB's opinion as to the potential impact of these issues on the Corridor is discussed in Section 8.0.

7.1 Fill Soil

The portion of the Corridor along South Capitol Street between I Street and Virginia Avenue was historically part of a canal system that was filled in the 1870s.

7.2 Asbestos Containing Materials and Lead Paint

The existing Frederick Douglass Memorial Bridge over the Anacostia River, M Street Bridge, CSX Railroad bridge over South Capitol Street, New Jersey Avenue bridge over the CSX

Railroad, and I-295/I-395 bridges may include asbestos containing materials and/or lead-based paint.

7.3 Properties of Concern

PB's research revealed the presence of 56 properties of concern on or in the vicinity of the Corridor. Some of these facilities were identified through multiple sources; others were identified from a single source. These facilities include former gasoline stations, bulk petroleum storage facilities, vehicle repair facilities, dry cleaners, properties with underground storage tanks, A CERCLIS facility with a consent order, and former coal yards. The complete listing of these facilities is presented below and is summarized in Table 1 included in Appendix A and graphically located on Figures 3-1 through 3-7:

1. Matthew Memorial Baptist Church, 2616 Martin Luther King Jr. Avenue, LUST facility
2. Vacant Property, 2500-2504 Martin Luther King Jr. Ave/2503-2509 Sheridan Road SE, former gas station, former dry cleaners
3. Church Parking Lot, 2501 Martin Luther King Jr. Avenue, former gas station
4. Wooded Property, 2458 Martin Luther King Jr. Avenue, Brownfield property
5. Wooded Property, 831 Howard Road SE, former auto repair facility
6. Washington DC Mental Health Department, 819-821 Howard Road SE, LUST facility
7. Vacant Commercial Property, 822 Howard Road SE, former auto repair facility
8. Poplar Point Nursery, 600 Howard Road SE, CERCLIS/LUST facility
9. Unknown Facility, 2750 S. Capitol Street SW, prior listing in FEIS document, but no new information regarding this facility was identified
10. Verizon – Barry Road Facility, 2600 Barry Road SE, LUST facility
11. Vacant Commercial Property, 631-637 Howard Road SE, former gas station, LUST facility
12. Joint Base Anacostia - Bolling, 2701 S. Capitol Street SW, Anacostia naval station, multiple LUST incidents
13. Anacostia River, multiple ERNS incidents, probable contaminated sediment, possible UXO
14. Frederick Douglas Bridge over Anacostia River, PA Manifest
15. South Capitol Street Heliport, 1724 S. Capitol Street SE, contaminated property
16. Recycled Aggregates, 1721 S. Capitol Street SW, former bulk petroleum terminal
17. Bulk Oil Terminal, 1st Street SW, two large ASTs
18. Super Salvage Facility, 1711 1st Street SW, scrap yard
19. Jemal's Buzzard Point, 1620 S. Capitol Street SE, former bulk petroleum terminal property
20. Superior Concrete – Southeast Building, 1625 S. Capitol Street SW, LUST facility
21. Superior Concrete Materials, 1601 S. Capitol Street SW, LUST facility
22. Maintenance Yard, northwest corner of Half Street SW and R Street SW, salt storage
23. Metro Building Supply, 50 Q Street SW, former auto repair, LUST facility

24. Vacant Property – Florida Rock Properties, 1 & 25 Potomac Avenue SE, contaminated property, LUST facility
25. Singh Transmission, 1505-1515 S. Capitol Street SW, former dry cleaners and gas station
26. Gold Star Services, 39 Q Street SW, auto repair facility
27. USA Motors, 45 Q Street SW, auto repair facility
28. U-Haul Self Storage, 1501 S. Capitol Street SW, LUST facility
29. National's Ball Park, 1500 S. Capitol Street SE (and multiple other addresses), former auto repair, contaminated property
30. Camden South Apartments, 1321-1345 S. Capitol Street SW, former cleaners, gas station, auto repair, and drum storage yard
31. Closed Gas Station, 1244-1256 S. Capitol Street SE, former gas station
32. Parking Lot, 1236 S. Capitol Street SE, Brownfield property
33. 55 M Street Building, Half and M Streets SE, LUST facility
34. Public Storage Rental Center, 1226-1230 S. Capitol Street SE, former cleaners
35. DC Superior Court, 1215 S. Capitol Street SW, RCRA generator
36. Undeveloped Property, 12-18 M Street SW, former dry cleaners
37. Parking Lot, 1200 S. Capitol Street SE, former gas station
38. Storage Yard, 17 M Street SE, LUST facility
39. BAE Systems Building, 80 M Street SE, LUST facility
40. Parking Lot J, 50 M Street SE, former gas station
41. Booz Allen Hamilton Building, 20 M Street SE, former gas station
42. 7-Eleven, 1119 S. Capitol Street SW, former gas station
43. Parking Lot, 1112 Half Street SW, LUST facility
44. Vacant Property, 1001-1015 S. Capitol Street SW, former gas station
45. 1015 Half Street SE Building, 12 L Street SE, former metal plating facility
46. Vacant Commercial/Industrial Property, 900-950 S. Capitol Street SE, former bulk petroleum facility and gas station
47. Capitol Skyline Hotel, 901-911 S. Capitol Street SW, former coal yard, UST facility
48. Multi Use Property, 2-32 I Street SE, former coal yards
49. Capitol Power Plant, SWC of New Jersey Avenue SE and E Street SE, UST facility and former coal yard
50. Verizon Parking Lot, 499-501 S. Capitol Street SW / 3 Virginia Avenue SW / 4 E Street SW, former junk warehouse and former gas station
51. Verizon – E Street Facility, 30 E Street SW, UST facility
52. Vacant Industrial Building, 1201 New Jersey Avenue SE, former UST facility
53. Alion Building, 1100 New Jersey Avenue SE, LUST facility
54. Capitol Hill Tower – Courtyard Marriott, 1000 New Jersey Avenue SE, former cleaners, LUST facility
55. 909 At Capitol Yards Apartment Building, 909 New Jersey Avenue SE, LUST facility
56. Site Under Construction, 900 New Jersey Avenue SE, LUST facility

8.0 OPINION

Using information gathered as part of this ESA, PB evaluated the potential RECs, HRECs, and *de minimis* environmental conditions identified in Section 7.0 on both the Corridor and at nearby facilities as to their possible impact to the Corridor. To assess these issues, PB used its best professional efforts to evaluate the possible contaminants that could be present, the toxicity and mobility of these contaminants, and geological factors that could influence the migration of possible contaminants.

8.1 Fill Soil

The portion of the Corridor along South Capitol Street between I Street and Virginia Avenue was historically part of a canal system that was filled in the 1870s. The source of the material used to fill the canal is unknown, and could contain debris, slag, or industrial waste. Any subsurface work completed in this portion of the Corridor would likely encounter the fill, which, if contaminated, would require special handling. PB believes that the presence of fill material along the Corridor is a REC.

8.2 Asbestos Containing Materials and Lead Paint

The existing Frederick Douglass Memorial Bridge over the Anacostia River, M Street Bridge, CSX Railroad bridge over South Capitol Street, New Jersey Avenue bridge over the CSX Railroad, and I-295/I-395 bridges may include asbestos containing materials and/or lead-based paint. PB believes that the likely presence of asbestos containing materials and lead paint is a REC.

8.3 Properties of Concern

PB's research revealed the presence of 56 properties of concern on or in the vicinity of the Corridor. Some of these facilities were identified through multiple sources; others were identified from a single source. These facilities include former gasoline stations, bulk petroleum storage facilities, vehicle repair facilities, dry cleaners, properties with underground storage tanks, A CERCLIS facility with a Consent Order, and former coal yards. Each of these properties are either known to be contaminated, or were likely to have used, stored, or handled hazardous substances or petroleum products as part of their operations. Based on their proximity to the Corridor, the known or probable contaminants used, and the lithology of the area, PB believes that contamination emanating from these properties could impact the soil and/or groundwater along the Corridor. These facilities are therefore considered to be RECs. PB's opinion as to the level of risk (low, medium, or high) for each property is also presented. The complete listing of these facilities is presented below:

8.3.1 Matthew Memorial Baptist Church

The Matthew Memorial Baptist Church has an address of 2616 Martin Luther King Jr. Avenue SE. It was listed in the UST and LUST databases. One UST was associated with this facility, and is listed as out of use. A release from the UST at this facility contaminated the soil. The LUST incident is listed as closed. It is unclear whether soil contamination remains on the property at concentrations exceeding regulatory criteria. PB believes that this facility poses a medium risk to the Corridor based on potential contamination.

8.3.2 Vacant Property

The wedge-shaped vacant property located at the south corner of Martin Luther King Jr. Avenue and Sheridan Road is currently unoccupied and contains no structures. It was listed as multiple facilities in the EDR report including Texaco, Trasak Tom Rossaki, Unknown, and Sunrise Dyers & Cleaners. The property has historically included addresses of 2500, 2502, and 2504 Martin Luther King Jr. Avenue and 2503 and 2509 Sheridan Road. It is listed in the UST, HIST UST, Historic Auto Stations, Brownfields, Historic Cleaners, FINDS, and RCRA-NonGen / NLR databases. The property contained several small structures from the 1920s through the 1960s, and included an auto repair facility and a dry cleaner. A gas station occupied the property from the 1970s through the 2000s. The four USTs associated with the former gas station are all listed as out of service. Because of the property's long history with use of hazardous substances or petroleum products, PB believes that this facility is likely contaminated, and poses a high risk to the Corridor.

8.3.3 Church Parking Lot

The Church Parking Lot property at 2501 Martin Luther King Jr. Avenue was listed under multiple names in the EDR report, including Former Gas Station, Bernie Elementary School, and WMATA. This facility is listed in the UST, LUST, and RCRA-NonGen / NLR databases. The property was occupied by a gas station in the 1970s, and had four USTs, all of which are currently listed as out of use. Soil and/or groundwater contamination existed on the property as a result of leaking USTs; however, the LUST incident is listed as closed. It is unclear whether contamination remains on the property at concentrations exceeding regulatory criteria. PB believes that this facility poses a medium risk to the Corridor based on its past use and potential contamination.

8.3.4 Wooded Property

This wooded property has an address of 2458 Martin Luther King Jr. Avenue SE, and is listed in the Brownfields database. No information is available to indicate whether this property is contaminated, but the listing in the Brownfields makes it likely that contamination may exist on

the property. PB believes that this facility poses a medium risk to the Corridor based on the potential for contamination.

8.3.5 Wooded Property

This wooded property has addresses of 831 and 833 Howard Road SE, and is listed in the HIST UST database. The 1960 Sanborn map depicted an auto service facility on the property. No information is available to indicate whether this property is contaminated, but the former presence of an auto repair facility with a UST makes it likely that contamination exists on the property. It is also possible that underground storage tanks could remain on the property. PB believes that this facility poses a medium risk to the Corridor based on its past use and potential contamination.

8.3.6 Washington DC Mental Health Department

The Washington DC Mental Health Department property is listed under multiple names, including Greenwood Storage and Transfer, Former Greenwoods Transfer, and Unknown, and addresses of 819 and 821 Howard Road SE. It is listed in the UST, HIST UST, and LUST databases. A release of gasoline occurred from this property, and although the release incident is listed as closed, it is unclear whether residual contamination remains and the property is still contaminated. PB believes that this facility poses a medium risk to the Corridor based on its past use and potential contamination.

8.3.7 Vacant Commercial Property

This vacant commercial property is listed under the names P&P Auto Body and Unknown, and has an address of 822 Howard Road SE. It is listed in the UST, HIST UST, RCRA-NonGen / NLR, FINDS, and Historic Auto Stations databases. The facility formerly had one gasoline UST that is listed as out of use. It was a generator of D001 (ignitable) waste. No information is available to indicate whether this property is contaminated, but the former presence of an auto repair facility with a UST makes it likely that contamination exists on the property. PB believes that this facility poses a low risk to the Corridor based on its past use and potential contamination, and separation from the Corridor.

8.3.8 Poplar Point Nursery

The Poplar Point Nursery facility has an address of 600 Howard Road SE, and has multiple names, including Former AOC Poplar Point Nursery, Poplar Point Park, and DOI & NPS Poplar Point Nursery. It is listed in the UST and LUST databases; however, information obtained by PB from internet research shows that the property is also a CERCLIS facility with a Consent Order. Soil and groundwater contamination exists on the property as a result of leaking USTs, and the LUST investigation is listed as open, indicating that the extent of contamination and or

remediation activities have not been completed. According to information obtained online, the property consists of approximately 110 acres, of which the western part was used as nurseries and greenhouses from the 1920s until 1993. Numerous investigations have been conducted on the western portion of the property since the 1990s. These investigations have identified metals, pesticides, VOCs, SVOCs, petroleum hydrocarbons, and polychlorinated biphenyls (PCBs) in soils and groundwater on the property at concentrations exceeding regulatory criteria.

In September 2008, the National Park Service (NPS) and the District of Columbia entered into a CERCLA Consent Order by which the District of Columbia agreed to conduct a CERCLA Remedial Investigation and Feasibility Study of the entire Poplar Point Site under the oversight of NPS.

PB believes that this facility poses a high risk to the Corridor based on the presence of known contamination.

8.3.9 Unknown Facility

The FEIS identified the property at 2750 S. Capitol Street SW as a facility of concern, and assigned it a "slight" risk to the Corridor. PB's research did not identify any information regarding this facility or the basis for inclusion as a facility of concern. Based on the prior inclusion of this facility listing as a concern, PB believes that this facility could pose a low risk to the Corridor.

8.3.10 Verizon – Barry Road Facility

The Verizon – Barry Road facility was listed under multiple names including Verizon DC Barry Road SOC GLC 12234, C&P Telephone – Barry Road, and 2600 Barry Road SE, and has an address of 2600 Barry Road SE. It is listed in the RCRA-CESQG, FINDS, UST, and LUST databases. It was a generator of D001 (ignitable) and D008 (lead) wastes. Soil and/or groundwater contamination existed on the property as a result of leaking USTs; however, the LUST incident is listed as closed. It is unclear whether contamination remains on the property at concentrations exceeding regulatory criteria. PB believes that this facility poses a medium risk to the Corridor based on its past use and potential contamination.

8.3.11 Vacant Commercial Property

This vacant commercial property was listed under multiple names including B&L Auto, Suitland Parkway Esso Servicenter, and Former Esso Gas Station. It has addresses of 631 and 637 Howard Street SE, and is listed in the RCRA-NonGen / NLR, FINDS, Historic Auto Stations, and LUST databases. It was a generator of D001 (ignitable), D018 (benzene), and D039 (tetrachloroethylene) wastes. Soil and groundwater contamination exists on the property, and the LUST investigation is listed as open, indicating that the extent of contamination has not been

fully defined and/or remediated. PB believes that this facility poses a high risk to the Corridor based on its past use and known contamination.

8.3.12 Joint Base Anacostia - Bolling

The Joint Base Anacostia - Bolling facility has an address of 2701 S. Capitol Street, and has several names, including Washington Navy Yard, Anacostia Naval Station Building 350, and General Services Admin Building #410. It is listed in the CERC-NFRAP, LUST, and Brownfields databases. The property is part of a large complex southwest of the Corridor along the Anacostia River, and it is unclear where within the complex that the LUST incidents occurred. This facility has had multiple LUST incidents, all of which are listed as closed or administratively closed; however, it is unclear whether contamination remains on the property at concentrations exceeding regulatory criteria, and if so, where it is located. PB believes that this facility poses a medium risk to the Corridor based on the potential for contamination.

8.3.13 Anacostia River

The Anacostia River crosses the central portion of the Corridor. This river drains portions of Washington, DC and the area to the northeast. Rivers and river sediment in urban areas are often contaminated with a variety of wastes including sewage, heavy metals, volatile and semivolatile organic compounds, oil and grease, and PCBs. The 2005 Phase I ESA conducted by Mactec (discussed in Section 4.5.1) identified several spills (ERNS incidents) of petroleum substances in the river in the vicinity of the Corridor. In addition, the 2011 Site Inspection Report prepared by CH2M Hill indicated the possibility of civil war era unexploded munitions and ordinance could be present within the sediment of the original river.

Because the Corridor improvements and replacement of the Frederick Douglass Memorial Bridge includes construction of a new bridge, sediment in the Anacostia River would be disturbed and/or need to be removed. PB believes that the likely presence of contaminated sediment in the Anacostia River and possible presence of UXO poses a high risk to the Corridor.

8.3.14 Frederick Douglass Memorial Bridge

The Frederick Douglass Memorial Bridge is listed in the PA Manifest database. This listing is based on the 2008 generation of one five-gallon container of F003 (spent non-halogenated solvents) waste, one five-gallon container of D001 (ignitable) waste, one five-gallon container of D035 waste (methyl ethyl ketone), and two 16 pound cylinders of an unrecorded material. No additional information is available regarding the generation of this waste. PB believes that these wastes were generated either as a result of a spill, or during maintenance activities on the bridge. The disposal of the wastes appears to have been completed in accordance with applicable regulations, and is not indicative of the presence of wastes or contamination

remaining on the bridge. PB therefore believes that the manifest database listing alone does not constitute a REC.

The Frederick Douglass Memorial Bridge was constructed in 1948. The bridge is old enough that it may have asbestos containing materials and/or lead-based paint as part of its construction materials. PB believes that the probable presence of asbestos containing materials and/or lead-based paint on the bridge poses a medium risk to the Corridor.

8.3.15 South Capitol Street Heliport

The South Capitol Street Heliport has an address of 1724 S. Capitol Street SE, and had multiple names, including DC Heliport, Gulf Oil Corp (bulk plant), Stuart Investment Co., Air Pegasus FBO, and Fedderline. It is listed in the Historic Auto Stations, UST, LUST, Brownfields, and FINDS databases. This property is one of seven properties included in the advanced acquisition group for the Corridor, and previous Phase I and II ESAs have been conducted on it. Laboratory analytical results for the samples collected from this property in 2012 showed that VOCs and total petroleum hydrocarbons in the gasoline and diesel ranges were present in soil and groundwater on the property at concentrations exceeding regulatory criteria. Arsenic, barium, and lead were also present in several soil samples at concentrations exceeding regulatory criteria. Because this property is planned for advanced acquisition, and contamination exists at concentrations exceeding regulatory criteria, PB believes that this property poses a high risk.

8.3.16 Recycled Aggregates

The Recycled Aggregates facility has an address of 1721 S. Capitol Street SE, and had multiple names, including Recycled Aggregates, LLC, Steuart Petroleum Company, Steuart Petro Co SO Capitol Terminal, and Steuart Petroleum. It is listed in the UST, LUST, RCRA-NonGen / NLR, and RCRA-CESQG databases. This property is one of seven properties included in the advanced acquisition group for the Corridor, and previous Phase I and II ESAs have been conducted on it. Laboratory analytical results for soil samples collected from this property in 2012 showed that TPH-DRO concentrations exceeded regulatory criteria in one sample. Because this property is planned for advanced acquisition, and contamination exists at concentrations exceeding regulatory criteria, PB believes that this property poses a high risk.

8.3.17 Bulk Oil Terminal

The bulk oil terminal facility has an address of 1st Street SW, and is located between R and S Streets and Half and 1st Street SW. It is not listed in any database; however, PB observed the presence of two large ASTs inside secondary containment walls, and what appear to be fueling stations under two lean-to structures. PB believes that this property may be a part of the former bulk petroleum facility that historically occupied Buzzard Point to the east and northeast, and may also currently be associated the Pepco Power Plant to the south. No information is

available regarding the size and contents of the ASTs or whether this property is contaminated. Based on its use and the likely presence of contamination, PB believes that this facility poses a medium risk to the Corridor.

8.3.18 Super Salvage Facility

The Super Salvage property has an address of 1711 1st Street SW, and contains a metal scrap yard. It is not listed in any database; however, PB observed the presence of three 1,000-gallon ASTs, several compressed gas cylinders, and large areas with scrap metal piles. No information is available regarding whether this property is contaminated. PB believes that based on the use of the property and the presence of ASTs without secondary containment or apparent paved areas to contain leaks or spills, soil and/or groundwater contamination likely exists. PB believes that this facility poses a medium risk to the Corridor.

8.3.19 Jemal's Buzzard Point

The Jemal's Buzzard Point property has an address of 1620 S. Capitol Street and had multiple names, including Douglas Development and Amerada Hess Corporation. It is listed in the UST, LUST, Brownfields, RCRA-NonGen / NLR, and FINDS databases. This property is one of seven properties included in the advanced acquisition group for the Corridor, and previous Phase I and II ESAs have been conducted on it. Laboratory analytical results for samples collected from this property in 2012 showed that VOCs were present in five soil samples at concentrations that exceeded regulatory criteria. TPH-GRO and –DRO concentrations were also found to exceed regulatory criteria in 13 and 15 of the samples, respectively. Arsenic and lead concentrations each exceeded regulatory criteria in one sample (the metal's exceedances were in different soil samples). Groundwater samples contained several VOCs at concentrations exceeding regulatory criteria. One of the temporary monitoring wells contained over three feet of light non-aqueous phase liquid (NAPL, a.k.a. free product) on the water table. The property deed for this parcel prohibits residential use. Because this property is planned for advanced acquisition, and contamination exists at concentrations exceeding regulatory criteria, PB believes that this property poses a high risk.

8.3.20 Superior Concrete – Southeast Building

The Superior Concrete facility has an address of 1625 S. Capitol Street, and had multiple names, including Pak-American Corporation, Solon Automated Services, and 1625 South Capitol Street, LLC. It is listed in the UST, LUST, RCRA-CESQG, and NJ Manifest databases. This property is one of seven properties included in the advanced acquisition group for the Corridor, and previous Phase I and II ESAs have been conducted on it. Laboratory analytical results for samples collected from this property in 2012 showed that numerous VOCs and SVOCs were present in the soil samples at concentrations exceeding regulatory criteria. TPH-

GRO and –DRO concentrations were also found to exceed regulatory criteria in borings drilled to evaluate the former AST and historic UST locations. Analyzed metals were present at concentrations within normal background concentrations except for lead in two borings. Groundwater samples contained several VOCs and one SVOC at concentrations exceeding regulatory criteria. Because this property is planned for advanced acquisition, and contamination exists at concentrations exceeding regulatory criteria, PB believes that this property poses a high risk.

8.3.21 Superior Concrete Materials

The Superior Concrete Materials facility has an address of 1601 S. Capitol Street, and had multiple names, including Superior Concrete Materials, Inc., Opportunity Concrete Corp., and Opportunity Concrete Garage. It is listed in the RCRA-NonGen / NLR, FINDS, UST, LUST, TRIS, and ERNS databases. This property is one of seven properties included in the advanced acquisition group for the Corridor, and previous Phase I and II ESAs have been conducted on it. Laboratory analytical results for samples collected from this property in 2012 showed that one soil sample contained TPH-DRO at a concentration that exceeded regulatory criteria. Lead and mercury concentrations in one boring also exceeded regulatory criteria. Groundwater samples contained benzene and chloroform at concentrations exceeding regulatory criteria. Because this property is planned for advanced acquisition, and contamination exists at concentrations exceeding regulatory criteria, PB believes that this property poses a high risk.

8.3.22 Maintenance Yard

The Maintenance Yard is located at the northwest corner of Half Street SW and R Street SW. This facility is not listed in any database, but contains a covered salt storage dome and also has four ASTs (sizes ranging between 1,000 and 8,000 gallon capacity) containing magnesium chloride. Based on the use and storage of salt on the property PB believes that the facility poses a low risk to the Corridor.

8.3.23 Metro Building Supply

The Metro Building Supply facility has an address of 50 Q Street SW, and is listed in the UST and LUST databases. Three USTs were formerly present at the facility as early as 1959, but all are listed as out of service. The property included an auto repair facility in the 1970s. Soil and groundwater contamination exists on the property, although the LUST investigation is closed and the facility received a No Further Action letter. Based on the presence of known contamination on the property PB believes that the facility poses a high risk to the Corridor.

8.3.24 Vacant Property – Florida Rock Properties

The vacant Florida Rock Property has addresses including 1 and 25 Potomac Avenue SE, and had multiple names, including DC Materials Co., DC Materials Co./Florida Rocks, and Opportunity Concrete. It is listed in the FINDS, UST, and LUST databases. This property is one of seven properties included in the advanced acquisition group for the Corridor, and previous Phase I and II ESAs have been conducted on it. Laboratory analytical results for samples collected from this property in 2012 showed that both soil and groundwater contamination exists on the property at concentrations exceeding regulatory criteria. Because this property is planned for advanced acquisition, and contamination exists at concentrations exceeding regulatory criteria, PB believes that this property poses a high risk.

8.3.25 Singh Transmission

The Singh Transmission property has addresses of 1505 through 1515 S. Capitol Street, and had multiple names, including Singh Transmission C/O Automotive Care Center, Associated Laundries, and Transmissions, Inc. It is listed in the Historical Auto Stations, Historic Cleaners, RCRA-CESQG, NJ Manifest, and ERNS databases. This property is one of seven properties included in the advanced acquisition group for the Corridor, and previous Phase I and II ESAs have been conducted on it. Laboratory analytical results for samples collected from this property in 2012 showed that benzene and chloroform were present in groundwater at concentrations exceeding regulatory criteria. Because this property is planned for advanced acquisition, and contamination exists at concentrations exceeding regulatory criteria, PB believes that this property poses a high risk.

8.3.26 Gold Star Services

The Gold Star Services facility is at 39 Q Street SW, and is listed in the RCRA-CESQG, FINDS, and NJ Manifest databases. It is a generator of D002 (corrosive hazardous waste), D008 (lead), and F005 (spent non-halogenated) wastes. No information is available to indicate whether this property is contaminated; however, the generation of wastes indicates a potential for contamination to exist on the property. PB believes this facility poses a low risk to the Corridor.

8.3.27 USA Motors

The USA Motors facility is at 45 Q Street SW, and is listed in the RCRA-CESQG, Historical Auto Stations, and NJ Manifest databases. It is a generator of D001 (ignitable), D018 (benzene), D039 (tetrachloroethylene) and D040 (trichloroethylene) wastes. No information is available to indicate whether this property is contaminated; however, the generation of wastes (particularly chlorinated solvents) and operation of an auto repair facility indicates a potential for contamination to exist on the property. PB believes this facility poses a medium risk to the Corridor.

8.3.28 U-Haul Self Storage

The U-Haul Self Storage facility was listed under multiple names, including Five Sac Self Storage, Serco Management Services, and Washington Real Estate Investment Insurance; all names have an address of 1501 S. Capitol Street SW. The facility is listed in the RCRA-NonGen / NLR, FINDS, ERNS, UST, and LUST databases. The ERNS report for this facility shows that an oil-water separator failed, and when the system was being purged, oil was found in the storm sewer and bubbled up into the street. The incident was cleaned up, and no oil reached the river. Four USTs were associated with the facility, and all are listed as out of service. Soil contamination was associated with the LUST release, which is currently listed as closed. It is unclear whether contamination remains on the property at concentrations exceeding regulatory criteria. PB believes that this facility poses a medium risk to the Corridor based on its past use and potential contamination.

8.3.29 Nationals Park

The Nationals Park, home of the Washington Nationals major league baseball team, occupies the area between Potomac Avenue SE and N Street SE, and South Capitol Street and First Street; it currently has an address of 1500 S. Capitol Street. Prior to its construction, there were 26 separate listings of various facilities within this footprint; these facilities had addresses along South Capitol Street, Half Street SE, N Street SE, O Street SE, and P Street SE. The complete listing of facilities and addresses is included in Table 1 in Appendix A. The former facilities are listed in the Historical Cleaners, Historical Auto Stations, UST, HIST UST, LUST, RCRA-NonGen / NLR, FINDS, AST, RCRA-CESQG, and VCP databases. Some of the facilities within the ball park footprint had known soil and groundwater contamination. It is unclear whether this contamination would have been fully remediated in advance of the construction of the stadium; however, the completion of the stadium was likely rushed, and contamination more than likely remains on the property. PB observed two monitoring wells in the sidewalk area west of the stadium, possibly indicating that contamination is present in these areas. PB believes that this property poses a medium risk to the Corridor based on the past use of the former facilities and potential contamination.

8.3.30 Camden South Apartments

The Camden South Apartments has an address of 1345 S. Capitol Street; however, it is a large building that replaced multiple former facilities with addresses between 1321 and 1345 S. Capitol Street. The former facilities on the property are listed in the Historical Cleaners, Historic Auto Stations, UST, LUST, ERNS, CERC-NFRAP, RCRA-NonGen / NLR, and FINDS databases. Some of the former facilities generated D001 (ignitable), D006 (cadmium), D008 (lead), D018 (benzene), D027 (1,4-dichlorobenzene), D039 (tetrachloroethylene), D040 (trichloroethylene) wastes. The property has had an extensive history with former gas stations,

auto repair facilities, dry cleaners, and a drum storage yard, making it likely that soil and/or groundwater contamination exists. Documentation included in the FEIS indicated that a large number of drums were staged on exposed soil in the drum storage yard in 2005. PB believes that this property poses a high risk to the Corridor based on the past use of the former facilities and potential contamination.

8.3.31 Closed Gas Station

The closed gas station facility had multiple names, including Amoco, Kerge's American Service, South Capitol Street Amoco, South Capitol Amoco, and Unknown. It was associated with addresses of 1244, 1250, and 1256 South Capitol Street, and is listed in the AIRS, FINDS, UST, HIST UST, LUST, and Historical Auto Stations databases. The property was occupied by a gas station under various names from the 1950s until the late 2000s. Four USTs were associated with the facility; all are listed as out of service. Soil and groundwater on the property were contaminated by a release from this facility. According to information in the FEIS, contaminant levels were decreasing during monitoring events conducted on the property in the 1990s, and were reportedly below regulatory criteria in 2003. The LUST investigation is listed as closed, but it is unclear whether contamination remains on the property at concentrations exceeding regulatory criteria. PB observed three monitoring wells on the western part of this property near the Capitol Street right-of-way, and several others on the eastern part of the property. PB believes that this facility poses a high risk to the Corridor based on its past use and potential contamination.

8.3.32 Parking Lot

The parking lot at 1236 S. Capitol Street is listed in the Brownfields database. Brownfield listings can be based on known contamination, blighted property, or functionally obsolete buildings. No additional information was available regarding the property, and PB did not observe evidence of contamination or a contaminant investigation on the property. It is unclear whether contamination exists on the property at concentrations exceeding regulatory criteria. PB believes that this facility poses a medium risk to the Corridor based on the potential for contamination.

8.3.33 55 M Street Building

The 55 M Street Building was listed as Pepco Property, with an address of Half and M Streets SE. It is listed in the LUST database as an "orphan" facility. Soil contamination resulted from a release from the UST(s) on the property. The LUST incident is listed as closed; however, it is unclear whether contamination exists on the property at concentrations exceeding regulatory criteria. PB believes that this facility poses a medium risk to the Corridor based on the potential for contamination.

8.3.34 Public Storage Rental Center

The Public Storage Rental Center had two different names, including Public Storage, Inc., and Aristo Cleaners & Dyers Main Office. It had addresses of 1226 and 1230 S. Capitol Street, and was listed in the HIST Cleaners, UST, LUST, and Brownfields databases. The facility had 12 USTs formerly associated with it, all of which are out of service. Soil and groundwater contamination exists on the property associated with the release from the USTs. The facility received a NFA letter. The property also formerly was a dry cleaner from the 1930s to the 1960s, and also had a machine shop on the property. According to information in the FEIS, over 12,000 tons of contaminated soils were removed from the footprint of the Public Storage building when it was constructed. Subsequent investigations conducted on the property identified gasoline and mineral spirits in soils less than 12 feet below the ground surface, and kerosene in soils deeper than 12 feet. In addition, benzene and toluene were identified in monitoring wells located on the property. No additional information was available regarding potential removal of the contamination. It is unclear whether an investigation was conducted to evaluate the likely presence of contamination related to dry cleaning solvents. PB believes that this facility poses a high risk to the Corridor based on the potential for contamination.

8.3.35 DC Superior Court

The DC Superior Court property formerly included Georgetown Valet, which had an address of 1215 S. Capitol Street. This facility is listed in the RCRA-NonGen / NLR and FINDS databases. It was a generator of F002 (spent halogenated solvents) waste. No additional information was available in the EDR report regarding this facility. The FEIS identified this facility as OPES Laundromat and Dry Cleaning. PB believes that this facility poses a medium risk to the Corridor based on its former operation as a dry cleaner.

8.3.36 Undeveloped Property

This undeveloped property was formerly the Quality Laundry Co., Inc. facility and the Capital Laundry & Dry Cleaners facility. It had addresses ranging from 12 through 18 M Street, and was listed in the Historic Cleaners database. A laundry and dry cleaner occupied the property from the 1920s through the late 1950s. No additional information regarding the property was available; however, the prior use as a dry cleaner makes it likely that contaminated soil and/or groundwater exists on the property. PB believes that this facility poses a high risk to the Corridor based on the past use as a dry cleaner.

8.3.37 Parking Lot

This parking lot was formerly occupied by the South Capitol Gulf Service station and Chevron USA, Inc. gas stations, and has an address of 1200 S. Capitol Street. It is listed in the Historic Auto Stations and UST databases. Three USTs were formerly associated with this property; all

are listed as out of use. This property was a gas station during the 1950s and 1960s. No additional information was available regarding this facility, or whether any contamination was present. PB observed monitoring wells on the property during the reconnaissance of the Corridor. PB believes that the former use as a gas station makes it likely that contamination exists on the property, that this property poses a high risk to the Corridor.

8.3.38 Storage Yard

This storage yard formerly had names including 17 M Street, LLC and WMATA – Southeast Bus Division. It has an address of 17 M Street SE, and is listed in the RCRA-NonGen / NLR, UST, and LUST databases. The facility was a former generator of F001 (spent halogenated solvents) waste. This facility formerly had 10 USTs associated with it, but all are listed as out of service. The property is an open LUST facility, indicating contamination exists on the property and it has not been fully defined or remediated. According to the FEIS documentation, a Final Comprehensive Assessment was submitted to the Department of Health in February 2006, and indicated a potential off-site source of contamination on the property. PB believes that the former use of the property as a bus yard with fueling and possible maintenance activities and the presence of known contamination on the property pose a high risk to the Corridor.

8.3.39 BAE Systems Building

The BAE Systems Building was formerly 80 M Tracks Ltd. Partners, and had an address of 80 M Street SE. It is listed in the LUST and RCRA-CESQG databases. The property is a generator of D009 (mercury) waste. Soil contamination resulting from leaking USTs existed on the property. The LUST incident is listed as closed; however, it is unclear whether contamination remains on the property at concentrations exceeding regulatory criteria. PB believes that the potential for contamination on the property poses a medium risk to the Corridor.

8.3.40 Parking Lot J

Parking Lot J was formerly a gas station with multiple names, including Former Sunoco #0004-4214, Millman's Sunoco Service Station, Sunoco, and Sunoco Service Station. It has an address of 50 M Street SE, and is listed in RCRA-NonGen / NLR, NJ Manifest, Airs, Historic Auto Stations, UST, and LUST databases. The facility is a former generator of D001 (ignitable) waste. Soil contamination was on the property in connection with a release from the USTs. The LUST investigation is listed as closed, and it is unclear whether contamination exists on the property at concentrations exceeding regulatory criteria. PB believes that the former use of the property as a gas station and the potential for contamination on the property poses a medium risk to the Corridor.

8.3.41 Booz Allen Hamilton Building

The Booz Allen Hamilton Building was formerly a gas station property with facilities including WMATA, Hatton Eliz L Mrs., and Campbell Texaco Service Station. It had an address of 20 M Street SE, and is listed in the LUST, Brownfields, and Historic Auto Stations databases. It was a gas station from the 1930s through the 1960s, and had two LUST incidents. Soil and groundwater contamination was present on the property; it is unclear whether contamination remains on the property at concentrations exceeding regulatory criteria. Both LUST incidents are considered closed. No additional information was available regarding the property. PB believes that the former use of the property as a gas station and the potential for contamination on the property poses a medium risk to the Corridor.

8.3.42 7-Eleven

The 7-Eleven property was formerly the Campbell S Garage, and has an address of 1119 S. Capitol Street SW. It is listed in the Historic Auto Stations database. A gas station and auto repair facility occupied the property from the 1920s through the 1950s. No additional information was available regarding the property. PB believes that the former use of the property as a gas station and auto repair facility create a potential for contamination to exist on the property, and that the property poses a high risk to the Corridor.

8.3.43 Parking Lot

This parking lot was formerly the Goodyear Association property, and has an address of 1112 Half Street SW. It is listed in the UST and LUST databases. One UST was on the property, but this tank is listed as out of service. Soil contamination resulting from the leaking UST existed on the property. The LUST incident is listed as closed; however, it is unclear whether contamination remains on the property at concentrations exceeding regulatory criteria. PB believes that the potential for contamination on the property poses a medium risk to the Corridor.

8.3.44 Vacant Property

This vacant property had multiple names, including Exxon Gas Station, South West Exxon, Exxon S/S #2-5055, Exxon Co, USA RAS#25055, Fulwider's Esso Servicenter, and Unknown. It had addresses of 1001 and 1015 S. Capitol Street SW, and was listed in the ERNS, FINDS, UST, HIST UST, Historic Auto Stations, RCRA-NonGen / NLR, AIRS, and LUST databases. The 1991 ERNS incident resulted from a fuel delivery to the USTs at the property; about five gallons of gasoline spilled from the hose when disconnecting. The gasoline reportedly evaporated before cleanup could be performed. The facility was a gas station from the 1950s through the 2000s, and had five USTs, all of which are listed as out of service. The LUST incident showed that soil and groundwater contamination existed; a groundwater monitoring program was ongoing between 1990 and 2006. According to information included in the FEIS

report, over 6,800 gallons of NAPL (non aqueous phase liquid, called free product) was recovered from the property. No additional information regarding the removal of contaminated soil was available. A NFA letter was issued for the property after completion of the preliminary environmental site assessment document in 2006 upon which the FEIS was based. It is unclear whether contamination remains on the property at concentrations exceeding regulatory criteria. PB believes that the former use of the property as a gas station and the potential for contamination on the property poses a high risk to the Corridor.

8.3.45 1015 Half Street SE Building

The 1015 Half Street SE building was formerly a metal plating facility that had an address of 12 L Street SE. The metal plating facility was present from the 1950s through the 2000s. No information is available to indicate whether this property is contaminated; however, metal plating activities for a long period of time may have resulted in contamination of the soil and/or groundwater on the property. Based on the potential for contamination to exist, PB believes this facility poses a medium risk to the Corridor.

8.3.46 Vacant Commercial/Industrial Property

This vacant commercial/industrial property had multiple names, including Exxonmobil Corp #25381, Capitol Exxon, and Exxon S/S #2-5381, and had addresses of 900 and 950 S. Capitol Street. It is listed in the RCRA-NonGen / NLR, FINDS, AIRS, UST, and LUST databases. This property was a Standard Oil bulk petroleum facility from about 1900 until the 1970s, after which a gas station occupied the western part of the property. The gas station had six USTs, all of which are out of service. The property has known soil contamination related to leaking USTs, and also likely has contamination resulting from the bulk petroleum facility operations. The LUST investigation is listed as open, indicating that the extent of contamination has not been fully defined and/or that remediation activities have not occurred. Based on the known contamination that exists on the property and the past use involving petroleum products for about 100 years, PB believes that this facility poses a high risk to the Corridor.

8.3.47 Capitol Skyline Hotel

The Capitol Skyline Hotel property was listed as “Unknown” and had addresses of 901 and 911 S. Capitol Street. It is listed in the HIST UST database. No information is available regarding UST(s) on the property. The 1927 Sanborn map also shows that a coal yard occupied the property. No additional information was available regarding the property or whether contamination exists. Based on the presence of USTs and coal yards, a potential exists that soil contamination exists on the property. PB believes that this property poses a low risk to the Corridor.

8.3.48 Multi Use Property

The property east of the Corridor between I Street and the I-395 expressway currently includes a McDonald's restaurant, a car wash, and a vacant property. The Sanborn maps show that this property was occupied by coal yards. The vacant property north of McDonalds was an electrical substation property from the 1970s through the 2000s. No additional information was available regarding the property or whether contamination exists. PB observed a monitoring well on the southwest part of the McDonald's parking lot, indicating that contamination could be present in this area; however, the source and extent of the contamination is unknown. Based on the historic use of the property and the possible presence of contamination, PB believes that this property poses a medium risk to the Corridor.

8.3.49 Capitol Power Plant

The Capitol Power Plant is at the southwest corner of New Jersey Avenue and E Street SE, and has an address of 25 E Street SE. This facility is listed in the UST and FINDS databases. It had four USTs on the property, and one 250,000-gallon diesel UST is still in service. Sanborn maps show that a coal yard formerly occupied the western part of the property. No additional information was available regarding the property or whether contamination exists. Based on the historic use of the property and the possible presence of contamination from the USTs and the former coal yard, PB believes that this property poses a medium risk to the Corridor.

8.3.50 Verizon Parking Lot

The Verizon parking lot at the southwest corner of S. Capitol Street and E Street SW was formerly occupied by various facilities, including a junk warehouse, MacCallum Chevron Station, Marfair Joint Venture, and Keys Amoco Service. It had addresses of 4 E Street SW, 499 and 501 S. Capitol Street, and 3 Virginia Avenue SW. It is listed in the Historic Auto Stations, UST, and LUST databases. The property was occupied by a junk warehouse in the 1920s, and by a gas station from the 1950s through about 2010. The facility had two heating oil USTs, one of which was listed as still in service; however, PB believes that both tanks are likely out of service. No information was available regarding potential USTs related to the former gas station operation. Based on the historic use of the property as a gas station and the possible presence of contamination from the USTs, PB believes that this property poses a high risk to the Corridor.

8.3.51 Verizon – E Street Facility

The Verizon – E Street facility formerly had other names, including Verizon DC Southwest Co GLC 13117, Southwest C.O. (13117), and AT&T Long Lines – EQ Eng. It has an address of 30 E Street SW, and is listed in the RCRA-NonGen / NLR, FINDS, and UST databases. The facility has six USTs, all of which are listed as out of service. No information was available regarding whether contamination exists on the property; however, PB believes that the presence of the

USTs and former generator of wastes make it possible that contamination exists. Based on the possible presence of contamination from the USTs and former waste generation, PB believes that this property poses a medium risk to the Corridor.

8.3.52 Vacant Industrial Building

The vacant industrial building at the southwest corner of New Jersey Avenue and M Street SE is listed as "Unknown" in the orphan summary of the EDR report. The facility has an address of 1201 New Jersey SE, and is listed in the HIST UST database. No additional information was available regarding this facility. Based on the historic presence of USTs and an industrial use of the property, the potential for contamination exists. It is also unclear whether the UST(s) have been removed or remain on the property. Based on the possible presence of contamination from the UST(s) and former industrial use of the property, PB believes that this property poses a medium risk to the Corridor.

8.3.53 Alion Building

The Alion Building was formerly the Square 742, LLC property, and has an address of 1100 New Jersey Avenue SE. It is listed in the LUST database. Soil and groundwater contamination resulting from the leaking UST(s) existed on the property. The LUST incident is listed as closed; however, it is unclear whether contamination remains on the property at concentrations exceeding regulatory criteria. PB believes that the potential for contamination on the property poses a medium risk to the Corridor.

8.3.54 Capitol Hill Tower – Courtyard Marriott

The Capitol Hill Tower – Courtyard Marriott property has an address of 1000 New Jersey Avenue SE. It is listed in the Historic Cleaners, UST, and LUST databases. The facility included a dry cleaner in the late 2000s. The facility had three USTs, all of which are listed as out of service. Soil contamination resulting from leaking USTs was on the property. The LUST incident is listed as closed, but it is unclear whether contamination remains on the property at concentrations exceeding regulatory criteria. Based on the possible presence of contamination from the leaking USTs and former presence of a dry cleaner on the property, PB believes that this property poses a medium risk to the Corridor.

8.3.55 909 At Capitol Yards Apartment Building

The 909 At Capitol Yards Apartment Building was formerly the Nexus Nightclub and Chersein Joint Venture, and has an address of 909 New Jersey Avenue SE. It is listed in the UST and LUST databases. The facility had six USTs, all of which are listed as out of service. Soil contamination resulting from leaking USTs was on the property. The LUST incident received a NFA letter, indicating that no further action was required; however, it is unclear whether

contamination remains on the property at concentrations exceeding regulatory criteria. Based on the possible presence of contamination from the leaking USTs, PB believes that this property poses a medium risk to the Corridor.

8.3.56 Site Under Construction

The property east of New Jersey Avenue and north of K Street was under construction at the time of PB's reconnaissance. This property formerly had an address of 900 New Jersey Avenue SE, and was occupied by the Sanitary Transfer Station and "Unknown" facilities. According to Sanborn maps, it was also occupied by the Washington Fertilizer Company in the early 1900s. The property was listed in the HIST UST and LUST databases in the EDR report. The LUST incident is closed; however, it is unclear whether contamination remains on the property at concentrations exceeding regulatory criteria, but it is unlikely, since most of the property had been excavated to a depth of 20 to 30 feet for construction of a new building. Based on the possible presence of contamination from the former leaking USTs, PB believes that this property poses a low risk to the Corridor.

9.0 CONCLUSIONS

Parsons Brinckerhoff, Inc. (PB) has performed a Modified Phase I environmental site assessment (ESA) of the South Capitol Street Bridge corridor (the Corridor[4]) in Washington, DC for DDOT and the FHWA. No party other than those listed in Section 2.7 may rely upon any information or opinion contained in this report.

DDOT and FHWA are proposing to replace the Frederick Douglass Bridge over the Anacostia River, and to make street improvements to the South Capitol Street Corridor. DDOT and FHWA intend to use this Modified ESA to help check for RECs prior to commencing project activities, as part of the documentation required for the project, and to evaluate whether any additional RECs exist in connection with the Corridor since completion of the Final Environmental Impact Statement.

This ESA was performed in partial conformance with the scope and limitations of 40 CFR Part 312 (Standards and Practices for All Appropriate Inquiries) and ASTM Method E 1527-05 (Standard Practice for Environmental Site Assessments). Any exceptions to, or deletions from this practice are described in Section 11.0 of this report.

The ESA included a site walkover, review of government records, assembly and review of data from area maps, and assessment of aerial photographs and Sanborn maps. This assessment

[4] Please refer to Section 3.1 for a description of the Corridor.

has revealed no evidence of recognized environmental conditions in connection with the Corridor except for the following:

1) The portion of the Corridor along South Capitol Street between I Street and Virginia Avenue was historically part of a canal system that was filled in the 1870s. The source of the material used to fill the canal is unknown, and could contain debris, slag, or industrial waste. Any subsurface work completed in this portion of the Corridor would likely encounter the fill, which, if contaminated, would require special handling. PB believes that the presence of fill material along the Corridor is a REC.

2) The existing Frederick Douglass Memorial Bridge over the Anacostia River, M Street Bridge, CSX Railroad bridge over South Capitol Street, New Jersey Avenue bridge over the CSX Railroad, and I-295/I-395 bridges may include asbestos containing materials and/or lead-based paint. PB believes that the likely presence of asbestos containing materials and lead-paint is a REC.

3) PB's research revealed the presence of 56 properties of concern on or in the vicinity of the Corridor. Some of these facilities were identified through multiple sources; others were identified from a single source. These facilities include former gasoline stations, bulk petroleum storage facilities, vehicle repair facilities, dry cleaners, properties with underground storage tanks, A CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System) facility with a consent order, the Anacostia River (contaminated sediment and possible unexploded ordinance (UXO)), and former coal yards. Each of these properties are either known to be contaminated, or were likely to have used, stored, or handled hazardous substances or petroleum products as part of their operations. Based on their proximity to the Corridor, the known or probable contaminants used, and the lithology of the area, PB believes that contamination emanating from or on these properties could impact the soil and/or groundwater along the Corridor. These facilities are therefore considered to be RECs.

PB evaluated the list of 56 properties of concern against the facilities previously identified in the FEIS (FEIS, 2011) to determine whether any new or additional sites were identified as part of this current evaluation. Of the 56 properties, 14 were not previously identified or included in Table 3-29 of the FEIS as "Properties Designated as Risk Sites." These properties include PB's list numbers 4, 5, 17, 18, 22, 28, 31, 35, 36, 41, 44, 46, 47, 50, and 54 as depicted in Section 7.3 and Table 1 in Appendix A.

10.0 USER'S CONTINUING OBLIGATIONS UNDER CERCLA

Conducting this ESA does not alone provide a landowner with protection against CERCLA liability. Landowners who want to maintain a Bona Fide Prospective Purchaser, an Innocent Landowner, or a Contiguous Property Owner Defense must also comply with other pre- and post-acquisition requirements in the CERCLA regulations and AAI standards.

Since the User already occupies the Corridor, it likely could not qualify for a defense from CERCLA liability; however, the User of this report should still comply with all ongoing responsibilities summarized below.

10.1 Bona Fide Prospective Purchaser Responsibilities

The Bona Fide Prospective Purchaser defense is intended for individuals or entities purchasing a property known to be contaminated. To obtain and maintain the defense, the individual or entity seeking the defense must also satisfy the following requirements (AAI, Section II D. 1.):

- Have acquired a property after all disposal activities involving hazardous substances ceased at the property;
- Provide all legally required notices with respect to the discovery or release of any hazardous substances at the property;
- Exercise appropriate care by taking reasonable steps to stop continuing releases, prevent any threatened future releases, and prevent or limit human, environmental, or natural resources exposure to any previously released hazardous substance;
- Provide full cooperation, assistance, and access to persons authorized to conduct response actions or natural resource restorations;
- Comply with land use restrictions established or relied on in connection with a response action;
- Not impede the effectiveness or integrity of any institutional controls;
- Comply with any CERCLA request for information or administrative subpoena; and
- Not be potentially liable, or affiliated with any other person who is potentially liable for response costs for addressing releases at the property.

10.2 Innocent Landowner Responsibilities

The Innocent Landowner Defense protects individuals or entities (ultimately the "property owner") purchasing a property that is not known to be contaminated. The property owner must also satisfy the following requirements to obtain and maintain the defense (AAI, Section II D. 3 and CERCLA Section 107(b)(3)):

- Have no reason to know that any hazardous substance which is the subject of a release or threatened release was disposed of on, in, or at the facility;
- Provide full cooperation, assistance and access to persons authorized to conduct response actions at the property;
- Comply with any land use restrictions and not impede the effectiveness or integrity of any institutional controls;
- Take reasonable steps to stop continuing releases, prevent any threatened release, and prevent or limit human, environmental, or natural resource exposure to any hazardous substances released on or from the landowner's property;
- Demonstrate that the act or omission that caused the release or threat of release of hazardous substances and the resulting damages were caused by a third party with whom the person does not have employment, agency, or a contractual relationship;
- Exercise due care with respect to the hazardous substance concerned, taking into consideration the characteristics of such hazardous substance, in light of all relevant facts and circumstances;
- Take precautions against foreseeable acts or omissions of a third party and the consequences that could result from such acts or omissions.

10.3 Contiguous Property Owner Defenses

The Contiguous Property Owner Defense protects individuals or entities purchasing a property that is not known to be contaminated, but could be contaminated by migration from a contiguous property owned by someone else. To qualify as a contiguous property owner, a landowner must have no knowledge of contamination prior to acquisition and meet all of the criteria set forth in AAI Section II. D. 2. and CERCLA Section 107(q)(1)(A):

- Not cause, contribute, or consent to the release or threatened release;

- Not be potentially liable nor affiliated with any other person potentially liable for response costs at the property;
- Take reasonable steps to stop continuing releases, prevent any threatened release, and prevent or limit human, environmental, or natural resource exposure to any hazardous substances released on or from the landowner's property;
- Provide full cooperation, assistance, and access to persons authorized to conduct response actions or natural resource restorations;
- Comply with land use restrictions established or relied on in connection with a response action;
- Not impede the effectiveness or integrity of any institutional controls;
- Comply with any CERCLA request for information or administrative subpoena;
- Provide all legally required notices with respect to discovery or release of any hazardous substances at the property.

11.0 DEVIATIONS

PB deviated from the procedures in ASTM Standard E 1527-05 and 40 CFR Part 312 in the following ways:

PB did not conduct interviews with DDOT or FHWA (the Corridor owners). No interviews were conducted with governmental agencies, and PB did not conduct an agency records review of any of the nearby facilities of concern due to the voluminous number of facilities and amount of file information. PB conducted its reconnaissance from the Corridor public streets and rights-of-ways; it did not enter any of the properties adjacent to the Corridor, or those seven parcels identified for advanced acquisition. PB also did not request a lien search of the Corridor since no defined parcel exists.

12.0 DATA GAPS AND DATA FAILURES

Data failure occurs when all of the standard historical sources that are reasonably ascertainable and likely to be useful have been reviewed and yet the historical research objectives have not

been met. A data gap is a lack or inability to obtain information required by the ASTM and AAI standards, in spite of PB's "good faith efforts[5]" to obtain the information.

After completing its work, PB believes that the following data failures and/or gaps exist.

12.1.1 Data Failures

No information was available from any of the sources consulted to show when the Corridor was first developed, or adjoining property use prior to 1906.

12.1.2 Data Gaps

Although it made a good faith effort to gather the required information set forth in the ASTM and AAI standards, PB was unable to ascertain when the Corridor was first developed, or what use the adjoining properties had prior to 1906. PB considers this lack of information to be a data gap.

Based on the available information and the lack of other RECs, PB does not believe that the data gap is significant since it believes it is unlikely that additional RECs would be identified if the missing information had been obtained.

PB did not receive all of the User provided information as required by the ASTM/AAI standards. PB does not believe that this constitutes a significant gap, since it is unlikely that additional RECs would have been identified had the missing information been provided. Furthermore, since the User provided information is typically used to help establish a liability defense for the User, it is not relevant for this Modified Phase I ESA.

13.0 GLOSSARY

This section of the report provides definitions of acronyms and special terms used in the report. It is not all inclusive.

AAI: All Appropriate Inquiry. An investigation into the historical use and possible presence of contamination on a property that is a necessary component for persons seeking to establish one of the three CERCLA defenses as part of conducting due diligence.

ACM: Asbestos Containing Material. This is a material that contains more than one percent of an asbestos mineral. These materials are only identified in PB's reports if an asbestos survey was performed prior to, or in conjunction with, PB's environmental assessment.

[5] According to AAI, good faith effort is defined as "…the absence of any intention to seek an unfair advantage or to defraud another party; an honest and sincere intention to fulfill one's obligations in the conduct or transaction concerned."

AST: Aboveground Storage Tank. Any aboveground storage container larger than a 55-gallon drum, either empty or full.

ASTM: American Society of Testing Materials. This is the organization that creates standards for materials and testing; in this case, the standard for environmental site assessments, which is also based on the U.S. EPA standards for all appropriate inquiry.

AUL: Activity and Use Limitation. A legal mechanism that imposes land use controls (such as an ordinance barring the installation of water wells in a municipal area) or engineering controls (such as a deed restriction limiting a property's use to commercial zoning).

CERCLA: Comprehensive Environmental Response, Compensation, and Liability Act. Facilities regulated by this act are listed in the CERCLIS database.

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System. The CERCLIS database lists properties that are on or are proposed to be on the National Priorities List.

CFR: Code of Federal Regulations. The regulatory code developed by federal agencies pursuant to acts passed by the US Congress.

Data Failure: Data failure occurs when all of the standard historical sources that are reasonably ascertainable and likely to be useful have been reviewed and yet the historical research objectives have not been met.

Data Gap: A data gap is a lack or inability to obtain information required by the ASTM and AAI standards, in spite of good faith efforts to obtain the information.

DDOE: District of Columbia Department of the Environment.

DDOT: District of Columbia Department of Transportation.

***de minimis*:** Conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

Due Diligence: The care a reasonable person should take before entering into a transaction with another party.

EDR: Environmental Data Resources. This company owns the Sanborn Fire Insurance Map Company holdings, and provides the governmental records search used in PB's reports.

Environmental Professional: An individual who, as defined in the standards for all appropriate inquiry, possess the education and experience required to conduct and/or oversee certain aspects of environmental site assessments.

EPA: The U.S. Environmental Protection Agency.

ESA: Environmental Site Assessment.

FHWA: Federal Highway Administration.

Good Faith Effort: According to the AAI standards, good faith effort is "the absence of any intention to seek an unfair advantage or to defraud another party; an honest and sincere intention to fulfill one's obligations in the conduct or transaction concerned."

HREC: Historic Recognized Environmental Condition. A condition which in the past would have been considered a recognized environmental condition, but which may or may not be considered a recognized environmental condition currently.

LUST: Leaking Underground Storage Tank.

NFA: No Further Action. Issued by the regulating agency overseeing a LUST investigation.

NAPL: Non-Aqueous Phase Liquid, also known as free product.

NFA Letter: No Further Action letter, typically issued by a state environmental regulating agency.

NPL: National Priorities List. A list of contaminated properties whose cleanup is being overseen by the U.S. EPA.

PA: Preliminary Assessment.

PCBs: Polychlorinated Biphenyls. A contaminant commonly found in old hydraulic equipment or electrical transformers.

RCRA: Resource Conservation and Recovery Act. The RCRA database includes selective information on facilities that generate, transport, store, treat and/or dispose of hazardous wastes.

RCRA 8 Metals: The list of heavy metals includes arsenic, barium, cadmium, chromium, lead, mercury, selenium, and silver.

REC: Recognized Environmental Condition. The presence or likely presence of any hazardous substance or petroleum products on a property that indicates an existing release, past release,

or material threat of a release at the property. In PB's ESA reports, all issues identified as a recognized environmental condition are listed in the executive summary and conclusion. These are issues that warrant additional investigation and/or testing.

SHWS: State Hazardous Waste Sites. Properties included in the SHWS database have been identified by the State environmental regulatory agency as having been contaminated with hazardous wastes.

SVOCs: Semivolatile organic compounds.

TPH-DRO: Total petroleum hydrocarbons – diesel range organics.

TPH-GRO: Total petroleum hydrocarbons – gasoline range organics.

USC: U.S. Code. The full set of Laws passed by the U.S. Congress.

User: The individual or entity for which the Phase I environmental assessment has been prepared.

UST: Underground Storage Tank. Any buried storage container larger than a 55-gallon drum, either empty or full. Underground storage tanks do not include septic tanks.

VOCs: Volatile organic compounds.

WNY: Washington Navy Yard.

UXO: Unexploded ordinance.

14.0 REFERENCES

Professional Standards

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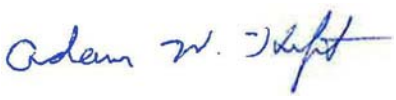
15.0 SIGNATURES OF ENVIRONMENTAL PROFESSIONALS

We declare that, to the best of our knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of 40 CFR Part 312. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in partial conformance with the standards and practices set forth in 40 CFR Part 312. All work done by other individuals who might not meet the definition of an Environmental Professional was done under our supervision.



Adam W. Heft, CPG
Senior Supervising Geologist

David R. VanGoethem
Senior Supervising Engineer

THE FOLLOWING APPENDICES ARE AVAILABLE UPON REQUEST FROM DDOT.

APPENDIX A : FIGURES AND TABLE

APPENDIX B : CORRIDOR AND AREA PHOTOGRAPHS

APPENDIX C : PRIOR ENVIRONMENTAL DOCUMENTATION

APPENDIX D : HISTORIC MAPS OF WASHINGTON DC

APPENDIX E : AERIAL PHOTOGRAPHS

APPENDIX F : SANBORN™ FIRE INSURANCE MAPS

APPENDIX G : HISTORIC TOPOGRAPHIC MAPS

APPENDIX H : ENVIRONMENTAL DATABASE SEARCH REPORT AND SELECTED SITE REPORTS

APPENDIX I : SOIL SURVEY MAPS

APPENDIX J : RESUMES